

**8-HOUR CONFORMITY ANALYSIS  
FOR THE FEDERALLY APPROVED  
2004 Federal Transportation Improvement Program (TIP)  
And  
Destination 2030 Regional Transportation Plan (RTP)  
APRIL 21, 2005**



**Kern Council  
of Governments**

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BEFORE THE KERN COUNCIL OF GOVERNMENTS  
STATE OF CALIFORNIA, COUNTY OF KERN

RESOLUTION NO. 05-17

In the matter of:

**ADOPTION OF FINDINGS OF FEDERAL CLEAN AIR ACT, EIGHT-HOUR OZONE CONFORMITY REQUIREMENTS FOR THE 2004 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND THE DESTINATION 2030 REGIONAL TRANSPORTATION PLAN**

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WHEREAS, the Federal Clean Air Act Amendments of 1990 in Section 176(c) requires that a finding be made that any project, program, or plan subject to approval by a Metropolitan Planning Organization conforms to any plan approved or promulgated under Section 110 of the Federal Clean Air Act Amendments of 1990; and

WHEREAS, the U.S. Environmental Protection Agency and the U.S. Department of Transportation, Federal Highway Administration, have provided guidance for determining conformity of transportation plans, programs, and projects as provided for in Section 176(c)(3) of the Federal Clean Air Act Amendments of 1990; and

WHEREAS, the California State Implementation Plan for Air Quality has been prepared as per the requirements of Section 110 of the Federal Clean Air Act Amendments of 1990; and

WHEREAS, the development of these plans was fully supported by the Kern Council of Governments through the provision of a consistent information base to be used for all related transportation and air quality planning activities; and

WHEREAS, the documents have been circulated and reviewed by the member agencies of the Kern Council of Governments, representing their technical, and management staffs and representatives of other governmental agencies. In addition, the document has been made available for review by residents of Kern County through a duly advertised public review period and public hearing; and

WHEREAS, the Kern Council of Governments has reviewed the 2004 Federal Transportation Improvement Program and the Destination 2030 Regional Transportation Plan and;

WHEREAS, the Kern Council of Governments is a Regional Transportation Planning Agency (RTPA) and a Metropolitan Planning Organization (MPO); and

WHEREAS, the Kern Council of Governments is the state recognized clearinghouse (Executive Order 12372) for this area and the aforementioned formal review shall constitute the official clearinghouse process; and

WHEREAS, the programming by state and local agencies of transportation control measures, and other projects beneficial to air quality in the annual element, represent a commitment of the necessary funds to implement projects according to transportation policies contained in the San Joaquin Valley and Kern County Air Quality Attainment Plans; and

WHEREAS, the 2004 Federal Transportation Improvement Program is an element of the Destination 2030 Regional Transportation Plan and is consistent with other elements of the Destination 2030 RTP; and

WHEREAS, the Destination 2030 RTP and 2004 FTIP as amended are consistent with the State Implementation Plans (SIP);

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The Kern Council of Governments finds that the regional conformity analysis demonstrates that the Destination 2030 Regional Transportation Plan meets transportation conformity requirements of the Federal Clean Air Act Amendments of 1990;
2. The Kern Council of Governments finds that the regional conformity analysis demonstrates that the 2004 Federal Transportation Improvement Program as amended meets transportation conformity requirements of the Federal Clean Air Act Amendments of 1990;
3. The Kern Council of Governments finds that the Destination 2030 Regional Transportation Plan and the 2004 Federal Transportation Improvement Program as adopted are in conformance with the California State Implementation Plan;
4. The Kern Council of Governments authorized the Executive Director to sign the MPO Certification Statements in accordance with the certification process identified in the Joint Regulations issued by the Federal Highway Administration and the Federal Transit Administration.

AUTHORIZED AND SIGNED THIS 21<sup>ST</sup> DAY OF APRIL 2005.

AYES: Couch, Lessenevitch, Bell, Nelson, Noble, Smith, Wegman, Rubio  
McCuen, Silver

NOES: None

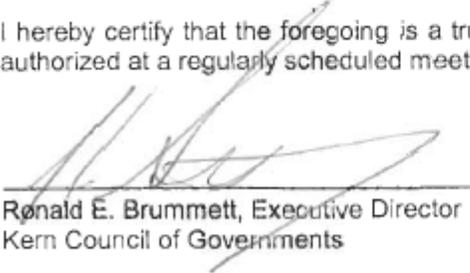
ABSTAIN: None

ABSENT: Tarver, Ramirez, Melendez, Holloway,  
Linder, McQuiston, Shelton

  
\_\_\_\_\_  
David Couch, Chair  
Kern Council of Governments

ATTEST:

I hereby certify that the foregoing is a true copy of a resolution of the Kern Council of Governments duly authorized at a regularly scheduled meeting held on the 21<sup>st</sup> day of April 2005.

  
\_\_\_\_\_  
Ronald E. Brummett, Executive Director  
Kern Council of Governments

Date:

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Air Quality Conformity  
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## **Kern Council of Governments Board of Directors**

The Kern Council of Governments is the regional planning agency as well as the technical and informational resource, and rideshare administrator for the area's 11 incorporated cities and the County of Kern. Following Board direction, staff coordinates between local, state, and federal agencies to avoid overlap or duplication of programs. This intergovernmental coordination enables staff to work with many public agencies to ensure that planning and implementation of programs proceed in a coordinated manner.

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March 15, 2005

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## EXECUTIVE SUMMARY

This report presents the 8-hour Conformity Analysis for the federally approved 2004 Federal Transportation Improvement Program (TIP) and any subsequent non-regionally significant amendments and the Destination 2030 Regional Transportation Plan (RTP). The Kern Council of Governments is the designated Metropolitan Planning Organization (MPO) in Kern County, California, and is responsible for regional transportation planning.

The 2004 Federal Transportation Improvement Program (TIP) and the Destination 2030 Regional Transportation Plan (RTP) and corresponding conformity analysis was approved by FHWA and FTA on October 4, 2004 and September 28, 2004 respectively. The 2004 Air Quality Conformity Determination is incorporated by reference and is available at <http://www.kerncog.org>. An additional copy will be provided upon request. EPA designated the San Joaquin Valley a Serious Nonattainment area for the new 8-hour ozone standard, effective June 15, 2004. Conformity for the 8-hour ozone standard applies one year after the effective date (June 15, 2005). EPA issued a final rule on July 1, 2004 that amended the transportation conformity rule to include criteria and procedures for the new 8-hour ozone national ambient air quality standard. This analysis demonstrates that the criteria specified in the federal transportation conformity rule for a conformity determination are satisfied by the TIP and RTP. A finding of conformity for the 2004 Federal Transportation Improvement Program (TIP) and the Destination 2030 Regional Transportation Plan (RTP) is therefore supported. The 8-HOUR CONFORMITY ANALYSIS FOR THE FEDERALLY APPROVED 2004 Federal Transportation Improvement Program (TIP) And Destination 2030 Regional Transportation Plan (RTP) was approved by the Kern Council of Governments on April 21, 2005.

The EPA has designated Eastern Kern County a Subpart 1 (Basic) nonattainment area for the new 8-hour ozone standard. This document includes a determination for both the San Joaquin Valley portion of Kern County and the Easter Kern County portion as well.

Summarized below are the applicable federal criteria or requirements for conformity determinations, the conformity tests applied, the results of the conformity assessment of the TIP and RTP, and an overview of the organization of this report.

## CONFORMITY REQUIREMENTS

Section 93.109 (e) of the conformity rule addresses regional conformity tests in 8-hour ozone areas that have 1-hour ozone SIPs. The conformity rule indicates that 8-hour areas with adequate or approved 1-hour budgets must use these budgets for 8-hour conformity before 8-hour budgets are available. The budget test using the existing 1-hour ozone SIP budgets fulfills the regional emissions analysis requirement for the 8-hour ozone standard. The transportation conformity rule is summarized in Chapter 1.

The applicable scenario in the Conformity Rule for the San Joaquin Valley is Scenario 1: Areas where the 8-hour ozone area boundary is exactly the same as the 1-hour ozone boundary. The San Joaquin Valley (SJV) is currently designated as an Extreme nonattainment area for the 1-hour ozone standard. The SJV has also been designated as a Serious nonattainment area for the

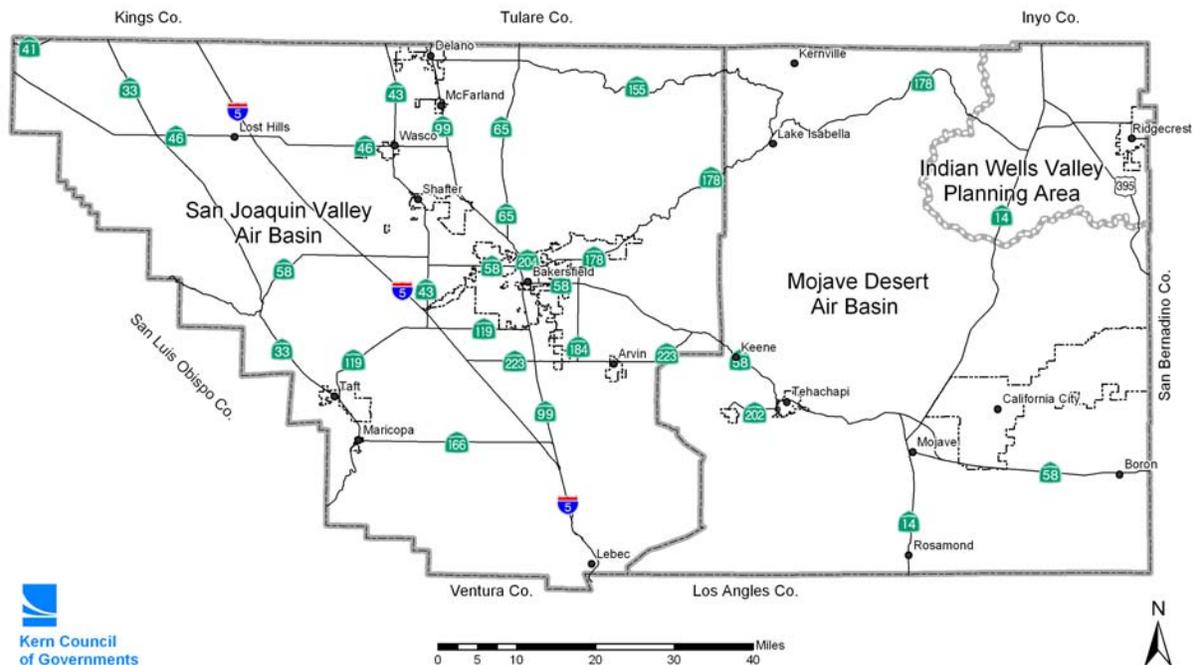
new 8-hour ozone standard. It is important to note that the nonattainment area boundary is the same for both standards and contains eight counties/MPOs.

In these areas, conformity must generally be demonstrated using the budget test with the 1-hour SIP budgets. In the San Joaquin Valley, the SIP has identified subarea budgets for each MPO in the nonattainment area. The interagency consultation process should be used to clarify the 1-hour budget(s) for the 8-hour area.

The same rule requirements apply for Eastern Kern County, which has an approved ozone maintenance plan. The Eastern Kern area is currently designated as a Maintenance area for the 1-hour standard and has been designated as a Subpart 1 (Basic) nonattainment area for the new 8-hour standard. In addition, Scenario 2 applies, as the 8-hour ozone area boundary is smaller than the 1-hour ozone boundary. The 8-hour ozone area only contains the Mojave Desert Air Basin Portion of East Kern, and excludes the Indian Wells Valley Planning Area (IWVPA). The area can use a budget test using a subset of the existing budget or continue to model the entire 1-hour nonattainment area. Kern COG demonstrated conformity using a budget test and modeled the entire 1-hour nonattainment area consistent with the federally approved 2004 TIP/RTP/Conformity Analysis.

In addition, the remaining East Kern portion of the County is also non-attainment or has a maintenance plan. The Kern County Air Pollution Control District (KCAPCD) is responsible for the IWVPA -- a portion of the Searles Valley Air Basin in the Northeast Kern/Ridgecrest area. KCAPCD is also responsible for the remaining portion of the Mojave Desert Air Basin (MDAB) in Eastern Kern. These basins are defined by Mountain Ranges. Conformity for the MDAB KCAPCD portion of Kern County includes analysis of existing and future air quality impacts for ozone. IWVPA portion of KCAPCD includes PM-10 in the 2004 Conformity Analysis.

**MAP-1 – KERN COUNTY AIR QUALITY PLANNING AREAS**



Consultation occurred in January 2005 on the proposed models, associated methods, and assumptions for the 8-hour conformity analysis. In addition, on-going interagency consultation is conducted through the San Joaquin Valley Model Coordinating Committee to ensure Valley-wide coordination, communication and compliance with Federal and State Clean Air Act requirements. Each of the eight Valley Transportation Planning Agencies (TPAs) and the Air Pollution Control District are represented. The Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are also represented on the committee. The final determination of conformity for the TIP and RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

FHWA has developed a checklist (included in Appendix A) that contains the required items to complete a conformity determination. Many of these items are included in this document or the federally approved 2004 Conformity Determination (incorporated herein by reference); however, several of these items, such as financial constraint, are contained in the TIP/RTP. Appropriate references to these items are noted on the checklist.

## **CONFORMITY TESTS**

Under the existing conformity rule, regional emissions analyses for ozone areas must address NO<sub>x</sub> and VOC precursors. The budget test requirements for 8-hour areas will be generally implemented in the same manner as in 1-hour areas. Chapter 1 summarizes the applicable air quality implementation plans and conformity tests

## **RESULTS OF THE CONFORMITY ANALYSIS**

A regional emissions analysis was conducted for the 8-hour attainment year 2013 in the San Joaquin Valley Portion of the County and the year 2009 for the East Kern Portion of the County. All analyses were conducted using the latest planning assumptions and emissions models. The major conclusions of the 2005 8-hour Kern Council of Governments Conformity Analysis are:

- The total regional vehicle-related emissions (VOC and NO<sub>x</sub>) associated with implementation of the TIP/RTP for the analysis years 2008, 2010, 2020, and 2030 contained in the federally approved 2004 conformity analysis have been reprocessed consistent with the Extreme Ozone Attainment Demonstration Plan and are less than the motor vehicle emissions budgets found adequate on February 15, 2005 (effective March 2, 2005). In addition, the emissions estimated for the 8-hour attainment year, 2009 and 2013, are less than the adequate conformity budgets. The conformity tests for ozone are therefore satisfied.
- In accordance with Section 93.122(g), this conformity determination relies on the federally approved previous emissions analysis for Carbon Monoxide, the 2005 Ozone Rate of Progress demonstration, and PM-10. The federally approved 2004 Air Quality

Conformity Determination is incorporated by reference and is available at <http://www.kerncog.org>. An additional copy will be provided upon request.

- The TIP/RTP will not impede and will support timely implementation of the TCMs that have been adopted as part of applicable air quality implementation plans.
- Consultation has been conducted in accordance with federal requirements.

## **REPORT ORGANIZATION**

The report is organized into six chapters. Chapter 1 provides an overview of the applicable 8-hour conformity rule and requirements, including 8-hour conformity test requirements and analysis years. Chapter 2 contains a discussion of the latest planning assumptions. Chapter 3 describes the air quality modeling used to estimate emission factors and mobile source emissions. Chapter 4 contains the documentation required under the federal transportation conformity rule for transportation control measures. Chapter 5 provides an overview of the interagency consultation conducted by the San Joaquin Valley Transportation Planning Agencies. The results of the conformity analysis for the TIP/RTP are provided in Chapter 6.

Consultation documentation and other related information are contained in the appendices. Appendix D includes copies of consultation correspondence. Appendix E includes a transcript of the April 21, 2005 public hearing conducted on the 2005 8-Hour Conformity Analysis for the federally approved 2004 TIP and RTP. Comments received on the conformity analysis and responses made as part of the public involvement process are included in Appendix F.

## **CHAPTER 1 8-HOUR CONFORMITY REQUIREMENTS**

The criteria for determining conformity of transportation programs and plans for the 8-hour ozone standard under the federal transportation conformity rule (40 CFR Parts 51 and 93) and the applicable conformity tests for the San Joaquin Valley nonattainment areas are summarized in this section. The 2004 Conformity Analysis for the 2004 Transportation Improvement Programs (TIP) and the Regional Transportation Plans (RTP) is being revised to include these criteria and tests. The 2004 Federal Transportation Improvement Program (TIP) and the Destination 2030 Regional Transportation Plan (RTP) and corresponding conformity analysis were approved by FHWA and FTA on October 4, 2004 and September 28, 2004 respectively. Presented first is a review of the development of the applicable conformity rule and guidance procedures, followed by summaries of conformity rule requirements, air quality designation status, conformity test requirements, and analysis years for this 2005 Conformity Analysis.

### **FEDERAL 8-HOUR CONFORMITY RULE**

EPA issued a final rule on July 1, 2004 that amended the transportation conformity rule to include criteria and procedures for the new 8-hour ozone and fine particulate matter (PM<sub>2.5</sub>) national ambient air quality standards. The final rule also addressed a March 2, 1999 ruling by the U.S. Court of Appeals for the District of Columbia Circuit. However, EPA notes that a supplemental notice of proposed rulemaking will be published in the future to request additional comment on options related to PM<sub>2.5</sub> and PM<sub>10</sub> hot-spot requirements. EPA is also not finalizing at this time any requirements for addressing PM<sub>2.5</sub> precursors in transportation conformity determinations for PM<sub>2.5</sub> nonattainment and maintenance areas. As a result, this addendum only addresses the proposed processes for the 8-hour conformity determination.

EPA's nonattainment area designations for the new 8-hour ozone standard became effective on June 15, 2004 for most areas. Conformity for a given pollutant and standard applies one year after the effective date of EPA's initial nonattainment designation. Therefore, conformity for the 8-hour ozone standard will begin to apply on June 15, 2005 in most areas, including the San Joaquin Valley.

In accordance with the conformity rule, the interagency consultation process is being used for conducting regional emissions analyses and demonstrating conformity for the 8-hour ozone standard. Transportation network development and the 8-hour conformity demonstration were completed in January/February 2005. Public review of the 8-hour conformity demonstration occurred in March 2005, followed by COG approval in April 2005. The 8-hour conformity demonstration for the 2004 TIP/RTP was submitted to FHWA/FTA by May 16, 2005 as requested by FHWA/FTA to issue approvals by June 15, 2005.

EPA issued "multi-jurisdictional" guidance on July 21, 2004 to clarify how nonattainment areas with multiple agencies should conduct conformity determinations based on the changes to the Conformity Rule. This guidance applies to the San Joaquin Valley since there are multiple MPOs within a single nonattainment area. The main principle of the guidance is that one regional emissions analysis is required for the entire nonattainment area. However, separate

modeling and conformity documents may be developed by each MPO. DOT will then issue its conformity determination on the TIPs/RTPs at the same time. For the first 8-hour conformity determination in regions with subarea budgets (e.g., the San Joaquin Valley), DOT will not make a determination until all MPOs have submitted their documents. For subsequent determinations, the other subareas must be in conformity prior to an individual MPO submitting a conformity document for approval.

### 8-HOUR CONFORMITY RULE REQUIREMENTS

Section 93.109 (e) of the conformity rule addresses regional conformity tests in 8-hour ozone areas that have 1-hour ozone SIPs. The conformity rule indicates that 8-hour areas with adequate or approved 1-hour budgets must use these budgets for 8-hour conformity before 8-hour budgets are available. The budget test using the existing 1-hour ozone SIP budgets fulfills the regional emissions analysis requirement for the 8-hour ozone standard.

The applicable scenario in the Conformity Rule for the San Joaquin Valley is Scenario 1: Areas where the 8-hour ozone area boundary is exactly the same as the 1-hour ozone boundary. The San Joaquin Valley (SJV) is currently designated as an Extreme nonattainment area for the 1-hour ozone standard. The SJV has also been designated as a Serious nonattainment area for the new 8-hour ozone standard. It is important to note that the nonattainment area boundary is the same for both standards and contains eight counties/MPOs.

In these areas, conformity must generally be demonstrated using the budget test with the 1-hour SIP budgets. In the San Joaquin Valley, the SIP has identified subarea budgets for each MPO in the nonattainment area. The interagency consultation process should be used to clarify the 1-hour budget(s) for the 8-hour area.

The same rule requirements apply for Eastern Kern County, which has an approved ozone maintenance plan. The Eastern Kern area is currently designated as a Maintenance area for the 1-hour standard and has been designated as a Subpart 1 (Basic) nonattainment area for the new 8-hour standard. In addition, Scenario 2 applies, as the 8-hour ozone area boundary is smaller than the 1-hour ozone boundary. The area can use a budget test using a subset of the existing budget or continue to model the entire 1-hour nonattainment area. Kern COG demonstrated conformity for the 8-hour ozone standard using a budget test and modeled the entire 1-hour nonattainment area consistent with the federally approved 2004 TIP/RTP/Conformity Analysis.

### 8-HOUR OZONE CONFORMITY TEST REQUIREMENTS

Under the existing conformity rule, regional emissions analyses for ozone areas must address NO<sub>x</sub> and VOC precursors. The budget test requirements for 8-hour areas will be generally implemented in the same manner as in 1-hour areas.

Areas will need to determine the modeling analysis years that apply for the 8-hour standard. In nonattainment areas with more than one MPO, the analysis years should be the same, as this allows the entire area to demonstrate a complete regional emissions analysis. The attainment year analysis is to be for an area's attainment year for the 8-hour standard, which is different than

the attainment year under the 1-hour standard. The area must then calculate emissions in the analysis year from the existing and planned transportation system. Once the modeling is complete, the 8-hour area with approved or adequate 1-hour SIPs will demonstrate consistency with the 1-hour SIP budgets. Consistent with the federally approved 2004 Conformity Analysis, the SJV will continue to conduct determinations for subarea emission budgets as established in the applicable implementation plans.

The test requirements also apply for Eastern Kern County. The attainment year for the 8-hour standard is 2009, which was analyzed accordingly.

Ozone

Ozone is a secondary pollutant, generated by chemical reactions in the atmosphere involving volatile organic compounds (VOC) and nitrogen oxides (NOx). The motor vehicle emissions budgets for VOC and NOx are specified in the Extreme Ozone Attainment Demonstration Plan in tons per average summer day. EPA published the notice of adequacy determination in the February 15, 2005 Federal Register, effective March 2, 2005. The budgets for 2008 and 2010 from Table 3-4 of the plan will be used to compare to emissions resulting from the federally approved 2004 TIP and RTP.

**Table 1-1a  
Budgets from the Extreme Ozone Attainment Demonstration Plan <sup>1</sup>**

County	VOC Emissions (tons/day)		NOx Emissions (tons/day)	
	2008	2010	2008	2010
<b>Fresno</b>	<b>15.8</b>	<b>13.0</b>	<b>33.7</b>	<b>27.7</b>
<b>Kern (SJVAB)</b>	<b>11.5</b>	<b>9.6</b>	<b>32.7</b>	<b>27.2</b>
<b>Kings</b>	<b>2.5</b>	<b>2.1</b>	<b>6.2</b>	<b>5.4</b>
<b>Madera</b>	<b>3.9</b>	<b>3.3</b>	<b>8.4</b>	<b>7.2</b>
<b>Merced</b>	<b>5.0</b>	<b>4.0</b>	<b>11.4</b>	<b>9.1</b>
<b>San Joaquin</b>	<b>9.3</b>	<b>7.7</b>	<b>22.4</b>	<b>17.9</b>
<b>Stanislaus</b>	<b>8.5</b>	<b>7.0</b>	<b>17.4</b>	<b>14.0</b>
<b>Tulare</b>	<b>8.5</b>	<b>6.9</b>	<b>18.8</b>	<b>15.3</b>
<b>Total</b>	<b>65.0</b>	<b>53.6</b>	<b>151.0</b>	<b>123.8</b>

<sup>1</sup>Emissions totals reflect the emissions reductions benefits from motor vehicle inspection and maintenance (I/M), state measure reductions, and reductions from the District's Indirect Source Rules (ISR) and mobile source incentive programs. All emissions are expressed as summer tons/day, and were derived using EMFAC2002, Version 2.2 (April 2003) with updated vehicle population and vehicle miles traveled data. I/M adjustments and state measure reductions are county and year specific and are provided by ARB with the motor vehicle emissions inventories. ISR and incentive reductions are county and year-specific.

8-HOUR CONFORMITY ANALYSIS YEARS

The regional emissions estimated for the horizon years 2008, 2010, 2020, and 2030 in the federally approved 2004 Conformity Analysis for the San Joaquin Valley portion of Kern will be re-processed consistent with the Extreme Ozone Attainment Demonstration Plan assumptions. In addition, the 8-hour conformity analysis will add the attainment year 2013, in accordance with the conformity rule requirements.

It is important to note that the federally approved Conformity Analysis contains a demonstration of conformity for the 2005 analysis year consistent with the Ozone Rate of Progress Plan. The Plan, conformity budgets, and regional emissions analysis are not addressed and/or impacted by the Extreme Ozone Attainment Demonstration Plan. As a result, the 2005 8-hour conformity demonstration will rely on the previous emissions analysis for the analysis year 2005.

### **Other Portions of Kern**

#### Ozone

The Eastern Kern County planning area has an Ozone Attainment Demonstration, Maintenance Plan, and Redesignation Request (adopted January 9, 2003 and amended May 1, 2003) that includes conformity budgets. EPA published final approval of the plan and conformity budgets April 22, 2004, effective June 21, 2004. The motor vehicle emission budgets for ROG and NOx are provided in Table 5-2 for 2005, and 2015 in tons per day. It is important to note that the year 2001 is not affected by implementation of the Transportation Improvement Program and will not be modeled for conformity purposes.

**Table 1-1b**  
**E. Kern Budgets from the Extreme Ozone Attainment Demonstration Plan**

<b>County</b>	<b>2005 ROG (tons/day)</b>	<b>2005 NOx (tons/day)</b>	<b>2015 ROG (tons/day)</b>	<b>2015 NOx (tons/day)</b>
Kern - Eastern	3.9	7.1	2.1	4.0

For Eastern Kern County, regional emissions were estimated for the horizon years 2005, 2015, 2020, and 2030 for the 2004 Conformity Analysis. The 8-hour conformity analysis will add the attainment year 2009, in accordance with the conformity rule requirements.

## CHAPTER 2 LATEST PLANNING ASSUMPTIONS

The final rule adopted on July 1, 2004 allows conformity determinations to be based on the latest planning assumptions that are available at the time the conformity analysis begins. The interagency consultation process should be used to determine the time the conformity analysis begins. The addendum to the consultation on processes issued in January 2005 began the 8-hour conformity analysis.

In accordance with Section 93.122(g), this conformity determination relies on the federally approved previous emissions analysis for Carbon Monoxide, the 2005 Ozone Rate of Progress demonstration, and PM-10. The 2004 Air Quality Conformity Determination is incorporated by reference and is available at [www.kerncog.org](http://www.kerncog.org). An additional copy will be provided upon request. This new 8-hour conformity determination does not include any additions or deletions of regionally significant projects. In addition, there are no changes in the design concept, scope or timing of existing regionally significant projects, nor revisions that delay or accelerate the completion of regionally significant projects across conformity analysis years.

The Federally Approved 2004 TIP and RTP contained a financial constraint demonstration. Subsequently, the USDOT issued conditions and limitations on the California 2005-2007 Federal Statewide Transportation Improvement Program. In response, Kern Council of Governments has processed three TIP/RTP amendments to alleviate such conditions and limitations. The following summarizes TIP amendments processed since the 2004 conformity to realign programming amounts for STIP, SHOPP, HBRR, and FTA 5311 programs.

- Amendment No. 1 introduces one RSTP funded project and two CMAQ funded projects. State approved on 10/27/04. Federally approved 11/19/04. The RSTP project was a Regional Traffic Count Program. The CMAQ projects were RACM projects that needed to be complete by October 2005. This amendment is financially constrained and did not make changes to the TIP that required a conformity determination.
- Amendment No. 2 revises State Highway/Regional Choice Program and Safety Program. State approved on 2/7/05. Federally approved 2/24/05. This amendment was processed to realign programming amounts for STIP and HBRR programs. Three STIP projects were modified to include IIP funding that was previously not in the 2004 FTIP but in the 2004 STIP. The RIP TE Reserve funding targets in FY 06/07 and FY 07/08 were modified. The Seismic Program is now integrated into the HBRR Program (as part of the Safety Program of Projects). This amendment is financially constrained and did not make changes to the TIP that required a conformity determination.
- Amendment No. 3 revises three Transit Program projects and introduces four Transit Program projects. State approved on 2/7/04. Federally approved 2/17/05. This amendment is financially constrained and did not make changes to the TIP that required a conformity determination.

In accordance with Section 93.108, Kern Council of Governments re-affirms that the 2004 TIP and RTP, as amended, are fiscally constrained with DOT's metropolitan planning regulations at 23 CFR part 450.

### **SOCIOECONOMIC PROJECTIONS**

There have been no official updates to the socioeconomic projections used by the Valley COG transportation models since the 2004 Conformity Analysis. In accordance with Section 93.110 of the federal conformity rule, the most recent estimates of population and employment projections that have been officially approved by the Metropolitan Planning Organization were used. The 2004 conformity analysis included a 2013 model year that was interpolated from 2010 and 2015 forecast years. The same method was used to create the 2009 socioeconomic data for the 8 hour conformity analysis, interpolating from 2008 and 2010 forecast years. This method insures consistency with the officially approved MPO forecast.

### **TRAFFIC MODELING**

There have been no official updates to the Valley COG transportation models since the 2004 Conformity Analysis. The same traffic modeling will be utilized for the 8-hour conformity determination.

### **HIGHWAY NETWORKS**

One additional network is needed to meet the requirements for the 8-hour conformity determination: the attainment year of 2013. The network will be developed consistent with the 2004 conformity analysis, and include qualifying projects from the federally approved 2004 TIP and RTP. Appendix B contains a list of financially-constrained projects used to develop the transportation network for 2013 (and 2009 for Kern other) used in this 2005 8-hour conformity determination.

An additional network for 2009 was developed for the Eastern Kern County conformity analysis consistent with the 2004 conformity analysis that includes qualifying projects from the federally approved 2004 TIP and RTP.

### **TRAFFIC ESTIMATES**

**Table 2-1a  
Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis  
For the San Joaquin Valley**

<b>Horizon Year</b>	<b>Total Population (thousands)</b>	<b>Employment (thousands)</b>	<b>Average Weekday VMT(millions)</b>	<b>Total Lane Miles</b>
<b>2013</b>	<b>679</b>	<b>270</b>	<b>21.321</b>	<b>5239</b>

**Table 2-1b  
Traffic Network Comparison for Horizon Years Evaluated in Conformity Analysis  
For the Eastern Kern**

<b>Horizon Year</b>	<b>Total Population (thousands)</b>	<b>Employment (thousands)</b>	<b>Average Weekday VMT(millions)</b>	<b>Total Lane Miles</b>
<b>2009</b>	<b>113.615</b>	<b>32.374</b>	<b>4.503</b>	<b>1406</b>

**AIR QUALITY MODELING**

For the 8-hour Conformity Analysis, model inputs not dependent on the Transportation Improvement Program or Regional Transportation Plan (RTP) will be consistent with the applicable SIPs:

- EPA published an adequacy determination for the Extreme Ozone Attainment Demonstration Plan on February 15, 2005 (effective March 2, 2005).

**EMFAC2002**

There have been no official updates to the EMFAC model since the 2004 Conformity Analysis. In accordance with Section 93.111 the latest emission estimation model (EMFAC 2002) will be used in the 8-hour conformity determinations. The EPA approved methodology for updating the default vehicle activity data will also be used.

**STATE IMPLEMENTATION PLAN MEASURES**

Committed control measures in the Extreme Ozone Attainment Demonstration Plan (Extreme OADP) that reduce mobile source emissions are shown in Table 2-2. The air quality modeling procedures and associated spreadsheets contained in Chapter 3 Air Quality Modeling assume emission reductions consistent with the air quality plans for the 2005 8-Hour Conformity Analysis. The emission reductions assumed for these committed measures reflect the latest implementation status of these measures.

**Table 2-2**  
**Extreme Plan Measures Assumed in the 8-Hour Conformity Analysis**

<b>Measure Description</b>	<b>Reference</b>	<b>Pollutants</b>
Smog Reductions	Extreme OADP	Summer ROG Summer NOx
State Measure Reductions	Extreme OADP	Summer ROG Summer NOx
Local Measure Reductions	Extreme OADP	Summer NOx

### **CHAPTER 3 AIR QUALITY MODELING**

The model used to estimate emissions for ozone precursors is EMFAC2002 (April 23, 2003). For the 2005 8-Hour Conformity Analysis, model inputs not dependent on the Transportation Improvement Program or Regional Transportation Plan (RTP) are consistent with the Extreme Ozone Attainment Demonstration Plan.

The regional emissions estimates from the Federally Approved 2004 TIP/RTP for the analysis years 2008, 2010, 2020, and 2030 have been re-processed consistent with the Extreme Ozone Attainment Demonstration. In addition, regional emissions have been estimated for the horizon year 2013 (and 2009 for Kern other). The conformity rule requirements for the selection of the horizon years are summarized in Chapter 1. Consultation on the general air quality modeling methodology applied in the 2005 8-Hour Conformity Analysis was the subject of a memorandum distributed in January 2005 for interagency consultation; no comments were received from interagency consultation partners. However, the Ozone Totals spreadsheet inadvertently omitted local measure reductions for NO<sub>x</sub> that were included in the Extreme Ozone Plan. The instructions and corresponding spreadsheets were modified accordingly. The memorandum is included as part of the consultation record in Appendix D.

As previously noted, this conformity determination relies on the federally approved 2004 Conformity Analysis for Carbon Monoxide, the 2005 Ozone Rate of Progress demonstration, and PM-10 in accordance with Section 93.122(g). The 2004 Air Quality Conformity Determination is incorporated by reference and is available at <http://www.kerncog.org>. An additional copy will be provided upon request.

#### **SUMMARY OF PROCEDURES FOR REGIONAL EMISSIONS ESTIMATES**

Step-by-step air quality modeling procedures, including instructions, references and controls, for the 2005 8-Hour Conformity Analysis are available on the Fresno COG website at [http://www.fresnocog.org/eq-modeling/mcc\\_aqcm.htm](http://www.fresnocog.org/eq-modeling/mcc_aqcm.htm). In addition, documentation of the 2005 8-Hour conformity analysis is provided in Appendix C, including:

- 2005 8-hour Ozone EMFAC spreadsheet
- 2005 8-hour Ozone totals spreadsheet

## **CHAPTER 4 TRANSPORTATION CONTROL MEASURES**

The Transportation Conformity Rule (40 CFR 93.113) requires that the TIP/RTP “must provide for the timely implementation of TCMs in the applicable implementation plan.” The 2004 Conformity Document included a summary of requirements, applicable implementation plans, and findings.

Supplemental documentation was provided to FHWA in August and September 2004 in response to requests for information on timely implementation of TCMs in the San Joaquin Valley. The supplemental documentation included the approach, summary of inter-agency consultation correspondence, and three tables completed by each of the eight MPOs. The Supplemental Documentation was subsequently approved by FHWA as part of the 2004 Conformity Determination.

As part of the 8-hour conformity demonstration, the SJV MPOs updated the Supplemental Documentation that was prepared at the request of FHWA for the 2004 Conformity Analysis. As this Supplemental Documentation was initially prepared in September 2004, it was expected that the status of most projects will not change.

Project status was updated for projects that were to be completed in 2004, as well as projects that MPOs indicated would be addressed in an amendment. Additional inter-agency consultation regarding the timely implementation of TCMs occurred during February 2005. As a result of this consultation, the SJV MPOs agreed to update and provide additional information on certain projects and programs. A summary of this information is provided in Appendix G.

Inter-agency consultation will continue in an attempt to resolve any outstanding issues. Additional criteria may be developed in consultation with FHWA and EPA to identify local government commitments that may require additional documentation. Additional documentation may be provided in the upcoming PM2.5 conformity analysis and/or the 2006 Conformity Analysis.

## **CHAPTER 5 INTERAGENCY CONSULTATION**

The requirements for consultation procedures are listed in the August 1997 conformity rule under section 93.105. Consultation is necessary to ensure communication and coordination among air and transportation agencies at the local, state and federal levels on issues that would affect the conformity analysis such as the underlying assumptions and methodologies used to prepare the analysis. Section 93.105 of the conformity rule notes that there is a requirement to develop a conformity SIP that includes procedures for interagency consultation, resolution of conflicts, and public consultation as described in paragraphs (a) through (e). Section 93.105(a)(2) states that prior to EPA approval of the conformity SIP, "MPOs and State departments of transportation must provide reasonable opportunity for consultation with State air agencies, local air quality and transportation agencies, DOT and EPA, including consultation on the issues described in paragraph (c)(1) of this section, before making conformity determinations." The San Joaquin Valley Air District adopted Rule 9120 Transportation Conformity on January 19, 1995 in response to requirements in Section 176(c)(4)(c) of the Clean Air Act as amended in 1990. Since EPA has not approved Rule 9120 (the conformity SIP), the conformity rule requires compliance with 93.105 (a)(2) and (e) and 23 CFR 450.

A summary of the interagency consultation and public consultation conducted to comply with these requirements is provided below. Interagency consultation on the 2005 8-Hour Conformity Analysis for the TIP/RTP is documented in Appendix D. Appendix E includes the public hearing process documentation. The responses to comments received as part of the public comment process are included in Appendix F.

### **INTERAGENCY CONSULTATION**

Consultation is generally conducted through the San Joaquin Valley Model Coordinating Committee. The San Joaquin Valley Model and Coordinating Committee (MCC) has been established by the Valley Transportation Planning Agency's Director's Association to provide a coordinated approach to valley air quality, conformity and transportation modeling issues. The committee's goal is to ensure Valley wide coordination, communication and compliance with Federal and State Clean Air Act requirements. Each of the eight Valley Transportation Planning Agencies (TPAs) and the San Joaquin Valley Air Pollution Control District (SJVAPCD) are represented. In addition, the Federal Highway Administration, Federal Transit Administration, the Environmental Protection Agency, the California Air Resources Board and Caltrans are all represented on the committee. The MCC meets approximately monthly; agendas, minutes, and other air quality related items are posted on the Fresno COG website at <http://www.fresnocog.org>

In January 2005, an addendum to the consultation on processes pertaining to the 2004 transportation conformity analysis for the 8-hour conformity demonstration was distributed to the MCC for review and comment. This memo included documentation on the following: proposed methodology for the 8-hour conformity analysis for the 2004 TIPs/RTPs; models, associated methods, and assumptions for use in regional emissions analyses; and the process for ensuring expeditious implementation of transportation control measures. All comments received

from the MCC have been addressed either in the conformity procedures or with responses to those comments (see Appendix D).

In addition, the instructions and corresponding spreadsheets for the 2005 8-Hour Conformity Analysis were distributed to the MCC in January 2005. No comments were received from the MCC. The procedures are also posted on the Fresno COG website at [http://www.fresnocog.org/aq-modeling/mcc\\_aqcm.htm](http://www.fresnocog.org/aq-modeling/mcc_aqcm.htm).

In addition, Kern COG has in-listed the input of its member agencies in the development of the TIP/RTP and Conformity. All the eleven incorporated Cities and the County of Kern along with the Golden Empire Transit District and Consolidated Transit Service Agency and San Joaquin Valley Air Pollution Control District serve on our policy board. In addition, in 2004, Kern COG revised its Memorandum of Understanding with the Kern County Air Pollution Control District to provide an ex-officio seat on the Kern COG Transportation Technical Advisory Committee. Kern COG has had numerous meetings on the FTIP RTP and Conformity at the Technical and Policy levels. In February 2003 Kern COG, the Kern APCD and ARB participated in a Conference call to work on the budgets for the Indian Wells Valley Attainment/Maintenance Demonstration Plan. A similar exchange took place between Kern COG and the Eastern Kern APCD on March 2, 2005 regarding 8hr. Conformity.

The boilerplate conformity document was distributed for interagency consultation in February 2005. Comments received were addressed in the revised document or included in Appendix D.

## **PUBLIC CONSULTATION**

In general, agencies making conformity determinations shall establish a proactive public involvement process that provides opportunity for public review and comment on a conformity determination for TIPs/RTPs. In addition, all public comments must be addressed in writing.

All MPOs in the San Joaquin Valley have standard public involvement procedures. In general the TIP/RTP and corresponding conformity analysis the subject of a public notice and 30 day review period prior to adoption (see Appendix E). A public hearing is also conducted prior to adoption and all public comments are responded to in writing. The Appendices contain corresponding documentation supporting the public involvement procedures.

## CHAPTER 6 TIP AND RTP CONFORMITY

The principal requirements of the federal transportation conformity rule for TIP/RTP assessments are: (1) the TIP and RTP must pass an emissions budget test with a budget that has been found to be adequate by EPA for transportation conformity purposes, or an emissions reduction test; (2) the latest planning assumptions and emission models must be employed; (3) the TIP and RTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and (4) consultation. Consultation generally occurs both at the beginning of the process of preparing the conformity analysis, on the proposed models, associated methods, and assumptions for the upcoming analysis and the projects to be assessed, and at the end of the process, on the draft conformity analysis report. The final determination of conformity for the TIP/RTP is the responsibility of the Federal Highway Administration and the Federal Transit Administration.

In accordance with Section 93.122(g), this conformity determination relies on the federally approved previous emissions analysis for Carbon Monoxide, the 2005 Ozone Rate of Progress demonstration, and PM-10. The 2004 Air Quality Conformity Determination is incorporated by reference and is available at <http://www.kerncog.org>. An additional copy will be provided upon request.

In accordance with Section 93.108, Kern Council of Governments re-affirms that the 2004 TIP and RTP, as amended, are fiscally constrained with DOT's metropolitan planning regulations at 23 CFR part 450.

The previous chapters and the appendices present the documentation for all of the requirements listed above for conformity determinations except for the conformity test results. Prior chapters have also addressed the updated documentation required under the federal transportation conformity rule for the latest planning assumptions and the implementation of transportation control measures specified in the applicable air quality implementation plans.

This chapter presents the results of the 8-hour ozone conformity tests, satisfying the remaining requirement of the federal transportation conformity rule. The applicable conformity tests were reviewed in Chapter 1. For each test, the required emissions estimates were developed using the transportation and emission modeling approaches required under the federal transportation conformity rule and summarized in Chapters 2 and 3. The results are summarized below, followed by a more detailed discussion of the findings for each pollutant. Table 6-1 presents results for VOC and NO<sub>x</sub>.

For ozone, the applicable conformity test is the emissions budget test, using the Extreme Ozone Attainment Demonstration Plan for the analysis years 2008, 2010, 2013, 2020, and 2030. This Plan established for VOC and NO<sub>x</sub> for an average summer (ozone) season day. EPA published the notice of adequacy determination in the February 15, 2005 Federal Register, effective March 2, 2005. The modeling results for all analysis years indicate that the VOC and NO<sub>x</sub> emissions predicted for each of the "Build" scenarios are less than the Extreme Plan budgets. The TIP/RTP

therefore satisfy the conformity emissions test for nitrogen oxides and volatile organic compounds.

As all requirements of the Transportation Conformity Rule have been satisfied, a finding of conformity for the new 8-hour ozone standard is supported for the Federally Approved 2004 Transportation Improvement Program and Regional Transportation Plan.

**Table 6-1a**

**8-Hour Conformity Results Summary -- KERN (SJV)**

		VOC	NOx		VOC	NOx	
<b>Ozone - Extreme</b>	2008 Budget	11.5	32.7				
	2008	10.96	31.09	YES	YES		
	2010 Budget	9.6	27.2				
	2010	9.03	25.58	YES	YES		
	2013	7.36	19.35	YES	YES		
	2020	5.20	10.52	YES	YES		
	2030	3.67	6.28	YES	YES		

**Table 6-1b**

**2004 Conformity Results Summary – EAST KERN (OTHER)**

<b>Pollutant</b>	<b>Scenario</b>	<b>Emissions Total (tons/day)</b>		<b>DID YOU PASS?</b>	
		<b>VOC</b>	<b>NOx</b>	<b>VOC</b>	<b>NOx</b>
<b>Ozone</b>	2005 Budget	3.9	7.1		
	2009	2.16	4.33	YES	YES

Note:

As stated on Page 13, for the analysis year 2005, the 8-hour conformity demonstration relies on the previous emissions analysis from the 2004 Conformity Analysis; the results of that analysis can be found in that 2004 Conformity Determination.

It is important to note that paragraph 2 of Chapter 6, which discusses the results, clearly indicates that the 2005 Ozone Rate of Progress demonstration is being relied on; this is also explained in the Executive Summary (Results discussion) and Chapter 1 (Analysis Years discussion).

## REFERENCES

EPA. 2004. 40 CFR Part 93. *Transportation Conformity Rule Amendments for the New 8-Hour Ozone and PM2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments: Response to Court Decision and Additional Rule Changes; Final Rule*. U.S. Environmental Protection Agency. Federal Register, July 1, 2004, Vol. 69, No. 126, p. 40004.

EPA. 2004. 40 CFR Part 93. *Transportation Conformity Rule Amendments for the New 8-Hour Ozone and PM2.5 National Ambient Air Quality Standards and Miscellaneous Revisions for Existing Areas; Transportation Conformity Rule Amendments: Response to Court Decision and Additional Rule Changes; Correction to the Preamble*. U.S. Environmental Protection Agency. Federal Register, July 20, 2004, Vol. 69, No. 138, p. 43325.

EPA. 2004. *Companion Guidance for the July 1, 2004, Final Transportation Conformity Rule: Conformity Implementation in Multi-jurisdictional Nonattainment and Maintenance Areas for Existing and New Air Quality Standards*. U.S. Environmental Protection Agency. July 21, 2004.

**APPENDIX A**

**CONFORMITY CHECKLIST**

**Transportation Conformity Documentation**

**Checklist**

**for Metropolitan Transportation Plans and Transportation Improvement Plans**

*based on FHWA checklist template updated November 15, 1999*

(NOTE: “2004” in the Page column indicates that this information is contained in the Federally Approved 2004 RTP/TIP/Conformity Determination)

Page	Item	
	<b>1.</b>	<b>Transportation Plan and TIP Status</b>
ES	a.	Document the date that the MPO officially adopted, accepted or approved the Plan and/or TIP and made a conformity determination. Include a copy of the MPO resolution. (40 CFR 93.104)
2004	b.	Document that the Plan and/or TIP is financially constrained consistent with 23 CFR 450. (40 CFR 93.108)
Ch. 1	c.	Document that the Plan and/or TIP complies with any applicable conformity requirements of air quality implementation plans and court orders. (40 CFR 93.109(a))
Ch. 2	d.	For TIPs, as appropriate, document that the conformity determination relies on a previous regional emissions analysis and is consistent with that analysis. (40 CFR 93.122(e))
ES	e.	Identify the date of the last conformity finding for the Plan and/or TIP by FHWA/FTA.
	<b>2.</b>	<b>Nonattainment Or Maintenance Area Designation</b>
Ch. 1	a.	Document the applicable pollutants and precursors for which the area is classified as nonattainment or maintenance by EPA.
	<b>3.</b>	<b>SIP, Maintenance Plan Or FIP Status</b>
Ch. 1	a.	Document, if applicable, the status of any control strategy implementation plan submittal, and corresponding submittal date, and any EPA findings related to the submittal including: budget adequacy; completeness; approval; or disapproval.
N/A	b.	Document, if applicable, whether an EPA promulgated FIP includes a mobile source emissions budget for each applicable precursor or pollutant.
N/A	c.	Document whether EPA has approved a NOx waiver for the ozone nonattainment area.
2004	d.	In PM 10 nonattainment or maintenance areas, document if any SIP or submittal has identified VOC, NOx, or PM10 budgets or whether EPA or the state has found that transportation-related emissions of those pollutants contribute significantly to the problem.
	<b>4.</b>	<b>General Conformity Criteria And Procedures</b>
	a.	Document that the Plan meets the requirements of 40 CFR 93.106 (a), (b) or (c)

		as appropriate for Plan content and horizon years including:
		<i>40 CFR 93.106(a) applies to transportation plans in serious, severe, or extreme ozone nonattainment areas and serious CO nonattainment areas with urbanized area populations greater than 200,000. All other areas must meet the requirements of 40 CFR 93.106(a) only to the extent that it was the previous practice of the MPO to prepare plans that meet those requirements.</i>
2004	(1)	descriptions of the demographic and employment factors influencing expected transportation demand;
2004	(2)	descriptions of the transportation system sufficient to perform a conformity determination per the requirements of 40 CFR 93.109-93.119; and
2004	(3)	descriptions of other transportation policies, requirements, services and activities including intermodal activities.
	b.	Document the use of the latest planning assumptions, the source and the year of the assumptions (40 CFR 93.110) including:
2004	(1)	current and future population, employment, travel, and congestion;
2004	(2)	changes in transit operating policies (including fares and service levels) and assumed transit ridership;
2004	(3)	assumptions for transit fares and road and bridge tolls; and
Ch. 4	(4)	latest information on the effectiveness of TCMs and other implementation plan measures which have already been implemented.
Ch. 3	c.	Document the use of the latest emissions model approved by EPA, the date the conformity analysis was started, and any other air quality models used. (40 CFR 93.111)
Ch. 5	d.	Until the conformity SIP is fully approved, document the fulfillment of the consultation procedures specified in 40 CFR 93.105(a)(2), 93.105(c) and 93.105(e) and public involvement procedures consistent with 23 CFR 450.
Ch. 5	e.	Document fulfillment of the interagency and public consultation requirements of any approved conformity SIP. (40 CFR 93.112)
Ch. 4	f.	Document all the TCMs in EPA approved SIPs or promulgated FIPs and document their schedules as determined through interagency consultation. Document whether implementation is consistent with the schedules in the applicable implementation plan and document whether anything interferes with timely implementation. (40 CFR 93.113)
N/A	g.	Document any delayed TCMs in the applicable implementation plans and describe the measures being taken (commitments, approvals, resources, staffing, etc.) to overcome obstacles to implementation and that priority is being given to their implementation by agencies with approval authority. (40 CFR 93.113)
	<b>5.</b>	<b>Emissions Reduction Tests And The Budget Test</b>
Ch. 1	a.	Provide a table that shows, for each pollutant and precursor, whether the emissions reduction tests and/or the budget test apply for conformity. Indicate which emissions budgets have been determined adequate by EPA, and which budgets are currently applicable and for what analysis years. (40 CFR 93.109)

Ch. 6	b.	If the emissions budget test applies, provide, in tabular format, the results of the conformity analysis according to 40 CFR 93.118.
N/A	c.	If the emissions reduction tests apply, provide, in tabular format, the result of the conformity analysis according to 40 CFR 93.119.
<b>6. Projects in the Transportation Plan and Program</b>		
App.	a.	Document all federal projects and all regionally significant non-federal projects are included in the regional emissions analysis. For each project identify project type (non-exempt, exempt, SIP TCM), open to traffic date, and action baseline scenario as appropriate. (40 CFR 93.122(a))
N/A	b.	Document all projects in the Plan and/or TIP that require mitigation to determine conformity. (40 CFR 93.125)
App.	c.	Document all projects in the Plan and/or TIP that are exempt from regional analysis unless found to have potential adverse impacts. (40 CFR 93.126)
App.	d.	Document all traffic signal synchronization projects that have been approved or implemented or plans for which are known, and document they have been included in the conformity analysis. (40 CFR 93.128)
<b>7. Modeling Requirements</b>		
	a.	Document that the regional transportation-related emissions analysis was completed in accordance with the provisions of 40 CFR 93.122(a), (b) 2 and (c) as appropriate including:
		<i>40 CFR 93.122(b) applies to regional emissions analyses in serious, severe, or extreme ozone nonattainment areas and serious CO nonattainment areas with urbanized area populations greater than 200,000. All other areas must meet the requirements of 40 CFR 93.122(b) only to the extent that it was the previous practice of the MPO to prepare plans that meet those requirements.</i>
N/A	(1)	document all projects, programs, or activities for which emissions credit is claimed in the conformity analysis and require a regulation in order to be implemented (indicate the date that the regulation was adopted) or the date of an opt-in to a federally enforced program approved by EPA. Discuss the implementation status of these programs and the associated emissions credit for each analysis year. (40 CFR 93.122(a));
2004	(2)	document that a network-based travel model is in use that is validated against observed counts (peak and off-peak, if possible) for a base year that is no more than 10 years earlier than the date of the conformity determination;
2004	(3)	document that the model results have been analyzed for reasonableness and compared to historical trends and other factors and explain any significant differences between past trends and forecasts (for per capita vehicle-trips, VMT, trip lengths mode shares, time of day, etc.);
2004	(4)	document the land use, population, employment, and other network-based travel model assumptions;
2004	(5)	document that the scenarios of land use development are consistent with the future transportation system alternatives, and the distribution of employment and residences for the different transportation options are reasonable;
2004	(6)	document that a capacity-sensitive assignment methodology was used and that the emissions estimates are based on a methodology which differentiates

		between peak and off-peak link volumes and speeds, and uses speeds based on final assigned volumes;
2004	(7)	document that zone-to-zone travel impedances used to distribute trips are in reasonable agreement with the travel times estimated from final assigned traffic volumes;
2004	(8)	where transit is a significant factor, document that zone-to-zone travel impedances used to distribute trips are also used for modeling mode split;
2004	(9)	document that travel models are reasonably sensitive to changes in time, cost, and other factors affecting travel choices;
2004	(10)	document that reasonable methods were used to estimate traffic speeds and delays in a manner that is sensitive to the estimated volume of travel on each roadway segment represented in the travel model;
2004	(11)	document the use of HPMS, or a locally developed count-based program or procedures that have been chosen through the consultation process, to reconcile and calibrate the network-based travel model estimates of VMT; and
N/A	(12)	document, if applicable, that the area is not subject to 40 CFR 93.1229(b) and identify the methods used to estimate regional emissions. (40 CFR 93.122(c))
2004	b.	In areas where a PM10 SIP or submittal identified construction-related PM10 as a contributor to the air quality problem, document inclusion of PM10 construction emissions in the conformity emissions analysis. (40 CFR 93.122(d))
<b>8. Specific Consultation</b>		
App. D	a.	Document that the models and assumptions have been chosen through interagency consultation. (40 CFR 93.1059(c)(1)(i))
App. D	b.	Document the consultation on conformity tests and methodologies. (40 CFR 93.105(c), 93.109(G)(2)(iii))
Ch. 5	c.	Document consultation with the EPA regional office, and include responses to any significant concerns from EPA.
Ch. 5	d.	Document consultation with the transportation and air agencies and responses to any significant concerns.
Ch. 5	e.	Document that the public involvement procedures developed by the MPO as required under 23 CFR 450 were fully carried out and document responses to any concerns from the public.

*Disclaimers:*

1. *This checklist is intended solely as an informational guideline to be used in reviewing Transportation Plans and TIPs for adequacy of their documentation. It is in no way intended to replace or supersede the Transportation Conformity Regulations 40 CFR Parts 51 and 93, Statewide and Metropolitan Planning Regulations 23 CFR Part 450, or any EPA, FHWA, and FTA guidance pertaining to transportation conformity or statewide and metropolitan planning.*
2. *This checklist is intended for use in documenting transportation conformity for Transportation Plans and Transportation Improvement Programs only. 40 CFR Parts 51 and 93 contains additional criteria for conformity determinations of individual transportation projects in nonattainment areas.*

**APPENDIX B**

**FINANCIALLY-CONSTRAINED PROJECTS MODELED FOR  
2005 8-HOUR CONFORMITY**

**TABLE B-1 - RTP - Regionally Significant Projects - Funding Timeframes by Air Basin by Year Modeled**

**Appendix F Continued  
Project Funding Timeframes by Air Basin by Year Modeled  
in the Destination 2030 RTP**

**REGIONALLY SIGNIFICANT - MAJOR HIGHWAY IMPROVEMENTS 2004-2008**

<b>Air Basin</b>	<b>Locale</b>	<b>Project</b>	<b>Scope</b>	<b>Year(s) Modeled</b>
Indian Wells	Inyokern	Route 14	Redrock / Inyokern Rd to Rt 178 - widen to four lanes	13pt 15pt 20 30
Mojave Desert	Mojave	Route 14	Rt 58 to Cal City Blvd - widen to four lanes / interchange	8 9 10 13 15 20 30
San Joaquin	Wasco	Route 46	SLO County Line to I-5 - widen to four lanes	13 15 20 30
San Joaquin	Wasco	Route 46	Jumper Ave to Rt 43 - widen to four lanes	20 30
Mojave Desert	Tehachapi	Route 58	Dennison Rd - construct interchange and bridge	5 8 9 10 13 15 20 30
San Joaquin	Taft	Route 119	Cherry Ave to Tupman Rd - widen to four lanes	13pt 15pt 20 30
San Joaquin	Bakersfield	Route 178	Fairfax Road – construct interchange and widen to four lanes	8 9 10 13 15 20 30
San Joaquin	Lamont	Route 184	Rt 223 to Panama Ln - widen to four lanes	13pt 15pt 20 30
Indian Wells	Ridgecrest	Route 395	China Lake Blvd To Rt 178 - widen to four lanes	20pt 30
San Joaquin	Metro Bkfd	Downtown Parkway	Rt 99 to 178 - environmental analysis for local freeway	10 13 15 20 30
San Joaquin	Bakersfield	Westside Parkway	Oak St to Heath Rd - construct local freeway	8pt 9 10 13 15 20 30
San Joaquin	Bakersfield	Oak St Interchange	Rt 178 (24th St) and Oak St - construct interchange	9 10 13 15 20 30
San Joaquin	Bakersfield	Hageman Extension	Knudsen Dr to Rt 204 - construct four lane extension	9 10 13 15 20 30
San Joaquin	Shafter	7th Standard Rd	Santa Fe Way to Coffee Rd - widen to four lanes	9 10 13 15 20 30
San Joaquin	Metro Bkfd	7th Standard Rd	Coffee Rd to Rt 99 - construct interchange; four lanes	8pt 10 13 15 20 30
San Joaquin	Metro Bkfd	7th Standard Rd	Rt 99 to Wings Way - widen to four lanes	8pt 10 13 15 20 30
Indian Wells	Ridgecrest	W Ridgecrest Blvd	Mahan St to China Lake Blvd - widen to four-lanes; reconstruct	13pt 15pt 20 30

**REGIONALLY SIGNIFICANT - MAJOR HIGHWAY IMPROVEMENTS 2009-2013**

<b>Air Basin</b>	<b>Locale</b>	<b>Project</b>	<b>Scope</b>	<b>Year(s) Modeled</b>
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Indian Wells	Inyokern	Route 14	Redrock / Inyokern Rd to Rt 178 - widen to four lanes	13pt 15pt 20 30
San Joaquin	Wasco	Route 46	SLO County Line to I-5 - widen to four lanes	13 15 20 30
San Joaquin	Wasco	Route 46	Jumper Ave (North) to Rt 43 - widen to four lanes	20 30
San Joaquin	Metro Bkfd	Route 99	Olive Drive - reconstruct interchange	13 15 20 30
San Joaquin	Taft	Route 119	Cherry Ave to Tupman Rd - widen to four lanes	13pt 15pt 20 30
San Joaquin	Lamont	Route 184	Rt 223 to Panama Ln - widen to four lanes	13pt 15pt 20 30
San Joaquin	Bakersfield	Downtown Parkway	Oak St to F St - construct local freeway	10pt 13 15 20 30
San Joaquin	Bakersfield	Downtown Parkway	F St to Chester Ave - construct local freeway	13 15 20 30
San Joaquin	Bakersfield	Downtown Parkway	Q St to Rt 178 / 58 - construct local freeway	20 30
San Joaquin	Delano	Cecil Ave	Albany St to Browning Rd - widen to four lanes; reconstruct	5pt 8pt 9pt 10pt 13pt 15 20 30

**Project Funding Timeframes by Air Basin  
in the Destination 2030 RTP (Cont'd)**

**REGIONALLY SIGNIFICANT - MAJOR HIGHWAY IMPROVEMENTS 2014-2018**

Air Basin	Locale	Project	Scope	Year(s) Modeled
Indian Wells	Inyokern	Route 14	Redrock / Inyokern Rd to Rt 178 - widen to four lanes	13pt 15pt 20 30
San Joaquin	Wasco	Route 46	Jumper Ave to Rt 43 - four lanes; reconstruction	20 30
San Joaquin	Metro Bkfd	Rosedale Hwy	Rt 43 to Renfro Rd - widen to four lanes	20 30
San Joaquin	Taft	Route 119	Cherry Ave to Tupman Rd - widen to four lanes	13pt 15pt 20 30
San Joaquin	Lamont	Route 184	Rt 223 to Panama Ln - widen to four lanes	13pt 15pt 20 30
San Joaquin	Bakersfield	Downtown Parkway	Q St to Rt 178 / 58 - construct local freeway	20 30
San Joaquin	Delano	Cecil Ave	Albany St to Browning Rd - widen to four lanes; reconstruct	5pt 8pt 9pt 10pt 13pt 15 20 30
Indian Wells	Ridgecrest	W Ridgecrest Blvd	Mahan St to China Lake Blvd – widen to four-lanes; reconstruct	13pt 15pt 20 30
(multiple)	Various	Various state hwys	Caltrans IIP projects: I-5 and partnership contributions	(included above)

**REGIONALLY SIGNIFICANT - MAJOR HIGHWAY IMPROVEMENTS 2019-2023**

Air Basin	Locale	Project	Scope	Year(s) Modeled
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Indian Wells	Inyokern	Route 14	Redrock / Inyokern Rd to Rt 178 - widen to four lanes	13pt 15pt 20 30
San Joaquin	Wasco	Route 46	Rt 43 to Rt 99 - widen to four lanes; reconstruct interchange	8pt 9pt 10pt 13pt 15pt 20pt 30
San Joaquin	Metro Bkfd	Route 99	Ming Ave to Bear Mountain Blvd - phased widen to eight lanes	20 30
San Joaquin	Taft	Route 119	Cherry Ave to Tupman Rd - widen to four lanes	13pt 15pt 20 30
San Joaquin	Bakersfield	Route 178	Fairfax Rd to China Garden - environmental for freeway	8pt 9pt 10pt 13pt 15pt 20pt 30pt
San Joaquin	Lamont	Route 184	Rt 223 to Panama Lane - widen to four lanes	13pt 15pt 20 30
San Joaquin	Metro Bkfd	Downtown Parkway	Chester Ave to Q St – construct freeway on new alignment	15pt 20 30
Indian Wells	Ridgecrest	W Ridgecrest Blvd	Mahan St to China Lake Blvd - widen to four lanes; reconstruct	13pt 15pt 20 30
(multiple)	Various	Various state hwys	Caltrans IIP projects: I-5 and partnership contributions	(included above)

**REGIONALLY SIGNIFICANT - MAJOR HIGHWAY IMPROVEMENTS 2024-2030**

Air Basin	Locale	Project	Scope	Year(s) Modeled
San Joaquin	Wasco	Route 46	Rt 43 to Rt 99 - widen to four lanes; reconstruct interchange	08pt 9pt 10pt 13pt 15pt 20pt 30
San Joaquin	Metro Bkfd	Route 58	Rt 58 & Mt Vernon Ave to I-5 - environ, phased freeway const.	30pt
San Joaquin	Bakersfield	Route 178	Fairfax Rd to China Garden - phased freeway construction	8pt 9pt 10pt 13pt 15pt 20pt 30pt
San Joaquin	Arvin	Route 223	Rt 184 to Rt 99 - widen to four lanes	20pt 30
Indian Wells	Ridgecrest	Route 395	China Lake Blvd to Rt 178 - widen to four lanes	20pt 30
Mojave Desert	Cal City	Cal City Blvd	Rt 14 east six miles - widen to four lanes	13pt 15pt 20pt 30
(multiple)	Various	Various state hwys	Caltrans IIP projects: I-5 and partnership contributions	(included above)

**TABLE B-2 - RTP - Exempt Projects - Funding Timeframes by Air Basin by Year Modeled by Exempt Code**

**Project Funding Timeframes by Air Basin in the Destination 2030 RTP (Cont'd)**

**EXEMPT PROJECTS - LOCAL STREETS AND ROADS 2004-2030**

Air Basin	Locale	Project	Scope	EPA Exempt Code(s)
San Joaquin	Metro Bkfd	Various Locations	Bridge and street widening; reconstruction	1.19
San Joaquin	Metro Bkfd	Various Locations	Signalization	5.02, 5.07
Mojave Desert	Rosamond	Various Locations	Street widening; signalization	5.02
(multiple)	Countywide	Various Locations	Traffic Control Measures	5.01

(multiple) Countywide Various Locations Bridge and street widening; reconstruction; signalization 1.10, 1.19, 5.02

**EXEMPT PROJECTS - TRANSIT 2004-2030**

Air Basin	Locale	Project	Scope	EPA Exempt Code(s)
San Joaquin	Metro Bkd		Full size natural gas buses - 120 replacement buses	2.10
San Joaquin	Metro Bkd		Full size natural gas buses - 120 new buses	2.11
(multiple)	Various		Midsized natural gas buses - 120 replacement buses	2.10
(multiple)	Various		Midsized natural gas buses - 120 new buses	2.11
(multiple)	Various		Mini van / buses - 45 replacement buses	2.10
San Joaquin	Metro Bkfd		2 transfer stations	5.06
San Joaquin	Metro Bkfd		ITS Related Improvements / Upgrades	2.06, 5.07
(multiple)	Various		Park and Ride Lots (750 spaces)	3.01

**EXEMPT PROJECTS - NON-MOTORIZED 2004-2030**

Air Basin	Locale	Project	Scope	EPA Exempt Code(s)
San Joaquin	Metro Bkfd	Various locations	Construct Class I or Class III Bike Path; striping; signage	3.02, 4.11
(multiple)	County	Various locations	Construct Class I or Class III Bike Path; striping; signage	3.02, 4.11
Mojave Desert	Cal City	Various locations	Construct Class I or Class III Bike Path; striping; signage	3.02, 4.11
San Joaquin	Delano	Various locations	Construct Class I or Class III Bike Path; striping; signage	3.02, 4.11
Indian Wells	Ridgecrest	Various locations	Construct Class I or Class III Bike Path; striping; signage	3.02, 4.11
San Joaquin	Taft	Various locations	Construct Class I or Class III Bike Path; striping; signage	3.02, 4.11

**EXEMPT PROJECTS - PASSENGER RAIL 2004-2030**

Air Basin	Locale	Project	Scope	EPA Exempt Code(s)
			Unknown	2.11

**TABLE B-3 - Non-Federally Funded – Regionally Significant Projects – Air Basin by Year Modeled.** These capacity increasing projects are funded by the two traffic impact fee programs active in the Kern Region.

<b>Project</b>	<b>Function</b>	<b>Scope</b>	<b>Year Modeled</b>	<b>Exempt Status</b>	<b>Air Basin</b>
Rosamond Boulevard	principal arterial	From 35th Street West to 45th Street West - 3 lane miles	2013	Non-Exempt	Mojave Desert
Rosamond Boulevard	principal arterial	From Eagle Way to 35th Street West - 2.55 lane miles	2013	Non-Exempt	Mojave Desert
Rosamond Boulevard	principal arterial	From Sierra Highway to SR 14 - 1 lane miles	2030	Non-Exempt	Mojave Desert
Rosamond Boulevard	principal arterial	From Edwards AFB to Sierra Hwy - 2.6 lane miles	2030	Non-Exempt	Mojave Desert
Rosamond Boulevard	principal arterial	From 45th Street West to 65th Street West - 2 lane miles	2030	Non-Exempt	Mojave Desert
Rosamond Boulevard	principal arterial	From 45th Street West to 65th Street West - 4 lane miles	2030	Non-Exempt	Mojave Desert
Rosamond Boulevard	state highway	Interchange at SR 14	2030	Non-Exempt	Mojave Desert
California Avenue	principal arterial	From Oak Street to A Street - 0.5 lane miles	2005	Non-Exempt	San Joaquin
Calloway Drive	principal arterial	From SR 58/Rosedale Highway to Brimhall Road - 4 lane miles	2005	Non-Exempt	San Joaquin
Mohawk Avenue	principal arterial	From SR 58 to 0.5 mi s/o SR 58/Rosedale Highway - 1 lane miles	2005	Non-Exempt	San Joaquin
Mohawk Avenue	principal arterial	From 0.5 mi s/o SR 58/Rosedale Highway to Truxtun Avenue - 3 lane miles	2005	Non-Exempt	San Joaquin
Mohawk Avenue	principal arterial	From Hageman Road to SR 58/Rosedale Highway - 5 lane miles	2005	Non-Exempt	San Joaquin
Panama Lane	principal arterial	From Stine Road to Wible Road - 2 lane miles	2005	Non-Exempt	San Joaquin
Allen Road	principal arterial	From Ming Avenue to Stockdale Highway - 2 lane miles	2008	Non-Exempt	San Joaquin
Allen Road	principal arterial	From SR 58 to Brimhall Road - 2 lane miles	2008	Non-Exempt	San Joaquin
Calloway Drive	principal arterial	From Norris Road to Olive Drive - 1 lane miles	2008	Non-Exempt	San Joaquin
Hageman Road	principal arterial	From Jewetta Avenue to Verdugo Lane - 2 lane miles	2008	Non-Exempt	San Joaquin

*KERN 8-HOUR CONFORMITY ANALYSIS - APRIL 2005*

<b>Project</b>	<b>Function</b>	<b>Scope</b>	<b>Year Modeled</b>	<b>Exempt Status</b>	<b>Air Basin</b>
Hageman Road	principal arterial	From Santa Fe Way to Old Farm Road - 2 lane miles	2008	Non-Exempt	San Joaquin
Ming Avenue	principal arterial	From Renfro Road to Buena Vista Road - 4 lane miles	2008	Non-Exempt	San Joaquin
Seventh Standard Road	principal arterial	From SR 99 to SR 65 - 1 lane miles	2008	Non-Exempt	San Joaquin
Seventh Standard Road	principal arterial	From Airport Drive to McCray Street - 1 lane miles	2008	Non-Exempt	San Joaquin
Morning Drive	state highway	Interchange at SR 178	2008	Non-Exempt	San Joaquin
Westside Parkway	new facility	From Renfro Road to SR 99 - 56 lane miles	2009	Non-Exempt	San Joaquin
Westside Parkway	new facility	From Mohawk to SR 99 - 10.64 lane miles	2009	Non-Exempt	San Joaquin
Hageman Road	principal arterial	From Mohawk Street to SR 204 - 5.64 lane miles	2009	Non-Exempt	San Joaquin
Seventh Standard Road	principal arterial	From Allen Road to SR 99 - 7 lane miles	2009	Non-Exempt	San Joaquin
Airport Drive	principal arterial	From Olive Drive n/o to State Road - 1.2 lane miles	2013	Non-Exempt	San Joaquin
Allen Road	principal arterial	From Brimhall Road to Stockdale Highway - 2 lane miles	2013	Non-Exempt	San Joaquin
Allen Road	principal arterial	From Panama Lane to Ming Avenue - 6 lane miles	2013	Non-Exempt	San Joaquin
Calloway Drive	principal arterial	From Seventh Standard Road to Hageman Road - 6 lane miles	2013	Non-Exempt	San Joaquin
Coffee Road	principal arterial	From Seventh Standard Road to Norris Road - 3 lane miles	2013	Non-Exempt	San Joaquin
Old River Road	principal arterial	From Pacheco Road to Campus Park Drive - 1 lane miles	2013	Non-Exempt	San Joaquin
Old River Road	principal arterial	From Panama Lane to Pacheco Road - 2 lane miles	2013	Non-Exempt	San Joaquin
Panama Lane	principal arterial	From Gosford Road to Stine Road - 4 lane miles	2013	Non-Exempt	San Joaquin
Stine Road/New Stine Road	principal arterial	From Taft Highway to Panama Lane - 4 lane miles	2013	Non-Exempt	San Joaquin
Stockdale Highway	principal arterial	From Heath Road to Renfro Road - 2 lane miles	2013	Non-Exempt	San Joaquin

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<b>Project</b>	<b>Function</b>	<b>Scope</b>	<b>Year Modeled</b>	<b>Exempt Status</b>	<b>Air Basin</b>
White Lane	principal arterial	From Allen Road to West Beltway - 2 lane miles	2013	Non-Exempt	San Joaquin
Oak Street	state highway	From SR 178/24TH Street to Sillect Avenue - 1.5 lane miles	2013	Non-Exempt	San Joaquin
SR 178	state highway	From E/o Fairfax Road to Morning Drive - 2 lane miles	2013	Non-Exempt	San Joaquin
SR 178	state highway	From Morning Drive to Rancheria Road - 10 lane miles	2013	Non-Exempt	San Joaquin
SR 58	state highway	From Real Road to Cottonwood Road - 6 lane miles	2013	Non-Exempt	San Joaquin
SR 99	state highway	From Wilson Road to Panama Lane - 5 lane miles	2013	Non-Exempt	San Joaquin
Hosking Avenue	state highway	Interchange at SR 99	2015	Non-Exempt	San Joaquin
Centennial Freeway	new facility	From SR 99 to SR 178 - 16 lane miles	2020	Non-Exempt	San Joaquin
Alfred Harrell Hwy	principal arterial	From West end Hart Park to SR178 - 11 lane miles	2020	Non-Exempt	San Joaquin
Alfred Harrell Hwy	principal arterial	From Roberts Lane to China Grade Loop - 12 lane miles	2020	Non-Exempt	San Joaquin
Casa Loma Drive	principal arterial	From Cottonwood Road to Fairfax Road - 6 lane miles	2020	Non-Exempt	San Joaquin
Casa Loma Drive	principal arterial	From Cottonwood Road to Fairfax Road - 6 lane miles	2020	Non-Exempt	San Joaquin
China Grade Loop	principal arterial	From Manor Street to Round Mountain Road - 4.8 lane miles	2020	Non-Exempt	San Joaquin
Gosford Road	principal arterial	From Harris Road to Taft Highway - 5 lane miles	2020	Non-Exempt	San Joaquin
Mount Vernon Avenue	principal arterial	From Casa Loma Drive to Belle Terrace - 1 lane miles	2020	Non-Exempt	San Joaquin
Old River Road	principal arterial	From SR 119 to Panama Lane - 4 lane miles	2020	Non-Exempt	San Joaquin
Old Stine Road	principal arterial	From Belle Terrace to Stockdale Highway - 1 lane miles	2020	Non-Exempt	San Joaquin
Old Stine Road	principal arterial	From Ming Avenue to Belle Terrace - 1 lane miles	2020	Non-Exempt	San Joaquin
Panama Lane	principal arterial	From Allen Road to Gosford Road - 6 lane	2020	Non-Exempt	San Joaquin

Project	Function	Scope	Year Modeled	Exempt Status	Air Basin
		miles			
Panama Road	principal arterial	From South Union Avenue to SP RR - 9 lane miles	2020	Non-Exempt	San Joaquin
South Union Avenue	principal arterial	From Taft Highway to Casa Loma Drive - 10 lane miles	2020	Non-Exempt	San Joaquin
South Union Avenue	principal arterial	From Taft Highway to Casa Loma Drive - 10 lane miles	2020	Non-Exempt	San Joaquin
SR 178	state highway	From Vineland Road to Alfred Harrell Highway - 8 lane miles	2020	Non-Exempt	San Joaquin
SR 178 (24th St)	state highway	From Oak Street to D Street - 1.4 lane miles	2020	Non-Exempt	San Joaquin
SR 184	state highway	From Edison Highway to Niles Street - 2.5 lane miles	2020	Non-Exempt	San Joaquin
SR 184/Kern Canyon Road	state highway	From Morning Drive to SR 178 - 5 lane miles	2020	Non-Exempt	San Joaquin
SR 204	state highway	From SR 99 to SR 178 - 5.18 lane miles	2020	Non-Exempt	San Joaquin
Taft Highway	state highway	From SR 99 to South Union Avenue - 2.2 lane miles	2020	Non-Exempt	San Joaquin
SR 184	state highway	From Panama Road to SR 58 - 11.6 lane miles	2030	Non-Exempt	San Joaquin
SR 65	state highway	From James Road to Seventh Standard Road - 4.5 lane miles	2030	Non-Exempt	San Joaquin

### B-4 - Non-Federal Projects Exempt From the Regional Conformity Analysis

30th Street West	other	From Avenue A to Rosamond Boulevard - 12 lane miles	2008	Exempt	Mojave Desert
10th Street West	other	From Avenue A to Rosamond Boulevard - 6 lane miles	2020	Exempt	Mojave Desert
Avenue A	other	From 10th Street West to 30th Street West - 8 lane miles	2020	Exempt	Mojave Desert
Hughes Lane	other	From Ming Avenue to Terrace Way - 1.5 lane miles	2005	Exempt	San Joaquin
Knudsen Drive	other	From Olive Drive to Hageman Road - 3 lane	2005	Exempt	San Joaquin

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Project	Function	Scope	Year Modeled	Exempt Status	Air Basin
		miles			
Olive Drive	other	From Jewetta Avenue to Calloway Drive - 2.4 lane miles	2005	Exempt	San Joaquin
Olive Drive	other	From Coffee Road to Airport Drive - 6 lane miles	2005	Exempt	San Joaquin
Akers Road	other	From White Lane to Pacheco Road - 0.5 lane miles	2008	Exempt	San Joaquin
Brimhall Road	other	From Renfro Road to Allen Road - 2 lane miles	2008	Exempt	San Joaquin
Brimhall Road	other	From Verdugo Lane to Calloway Drive - 0.5 lane miles	2008	Exempt	San Joaquin
Buena Vista Road	other	From Pacheco Road to White Lane - 2 lane miles	2008	Exempt	San Joaquin
Fairfax Road	other	From S/o Highland Knolls Drive to Niles Street - 0.26 lane miles	2008	Exempt	San Joaquin
Jewetta Avenue	other	From Snow Road to Meacham Road - 5 lane miles	2008	Exempt	San Joaquin
Morning Drive	other	From Paladino Drive to SR 178 - 2 lane miles	2008	Exempt	San Joaquin
Morning Drive	other	From Alfred Harrell Highway to Paladino Drive - 3.6 lane miles	2008	Exempt	San Joaquin
Norris Road	other	From Calloway Road to Coffee Road - 0 lane miles	2008	Exempt	San Joaquin
Olive Drive	other	From Rudd Road (West Beltway) to Jewetta Avenue - 5 lane miles	2008	Exempt	San Joaquin
Paladino Drive	other	From Fairfax Road to Morning Drive - 3 lane miles	2008	Exempt	San Joaquin
Snow Road	other	From Calloway Drive to Quail Creek Road - 2 lane miles	2008	Exempt	San Joaquin
Snow Road	other	From Coffee Road to Fruitvale Avenue - 2 lane miles	2008	Exempt	San Joaquin
Snow Road	other	From Verdugo Lane to Calloway Drive - 1 lane miles	2008	Exempt	San Joaquin
Snow Road	other	From Fruitvale Avenue to Golden State Highway - 0.7 lane miles	2008	Exempt	San Joaquin

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<b>Project</b>	<b>Function</b>	<b>Scope</b>	<b>Year Modeled</b>	<b>Exempt Status</b>	<b>Air Basin</b>
Snow Road	other	From Allen Road to Old Farm Road - 2 lane miles	2009	Exempt	San Joaquin
Fairfax Road	other	From Alfred Harrell Highway to Paladino Drive - 2 lane miles	2013	Exempt	San Joaquin
Fruitvale Avenue	other	From Hageman Road to SR 58/Rosedale Highway - 2.5 lane miles	2013	Exempt	San Joaquin
Hageman Road	other	From Jenkins Road to Allen Road - 2.108 lane miles	2013	Exempt	San Joaquin
Hageman Road	other	From Renfro Road to Jenkins Road - 2 lane miles	2013	Exempt	San Joaquin
Hosking Avenue	other	From South Union Avenue to South H Street - 2 lane miles	2013	Exempt	San Joaquin
Hosking Avenue	other	From Wible Road to South H Street - 3.2 lane miles	2013	Exempt	San Joaquin
Morning Drive	other	From SR 178 to College Avenue - 1.8 lane miles	2013	Exempt	San Joaquin
Renfro Road	other	From Ming Avenue to Pacheco Road - 4 lane miles	2013	Exempt	San Joaquin
Renfro Road	other	From Reina Road to Johnson Road - 7.4 lane miles	2013	Exempt	San Joaquin
Renfro Road	other	From Johnson Road to Stockdale Highway - 1 lane miles	2013	Exempt	San Joaquin
Snow Road	other	From Jewetta Avenue to Calloway Drive - 4 lane miles	2013	Exempt	San Joaquin
Snow Road	other	From Old Farm Road to Jewetta Avenue - 2 lane miles	2013	Exempt	San Joaquin
Snow Road	other	From Quail Creek to Coffee Road - 2 lane miles	2013	Exempt	San Joaquin
South H Street	other	From Hosking Avenue to Arvin-Edison Canal - 1.5 lane miles	2013	Exempt	San Joaquin
South H Street	other	From Taft Highway to Hosking Avenue - 2 lane miles	2013	Exempt	San Joaquin
Wible Road	other	From SR 119 to Panama Lane - 4 lane miles	2013	Exempt	San Joaquin

*KERN 8-HOUR CONFORMITY ANALYSIS - APRIL 2005*

<b>Project</b>	<b>Function</b>	<b>Scope</b>	<b>Year Modeled</b>	<b>Exempt Status</b>	<b>Air Basin</b>
Allen Road	principal arterial	From Noriega Road to Hageman Road - 0.38 lane miles	2013	Exempt	San Joaquin
Pacheco Road	other	From Renfro Road to Buena Vista Road - 4 lane miles	2015	Exempt	San Joaquin
Ashe Road	other	From Panama Lane to Taft Highway - 4 lane miles	2020	Exempt	San Joaquin
Breckenridge Road	other	From Morning Drive to Vineland Road - 2 lane miles	2020	Exempt	San Joaquin
Buena Vista Road	other	From Pacheco Road to Panama Lane - 2 lane miles	2020	Exempt	San Joaquin
Edison Road	other	From Breckenridge Road to Edison Highway - 2.5 lane miles	2020	Exempt	San Joaquin
Edison Road	other	From SR 178 to Breckenridge Road - 4.5 lane miles	2020	Exempt	San Joaquin
Fairfax Road	other	From Redbank Road to SR 58 - 1.5 lane miles	2020	Exempt	San Joaquin
Fairview Road	other	From Monitor Street to South Union Avenue - 0 lane miles	2020	Exempt	San Joaquin
Fruitvale Avenue	other	From Snow Road to Norris Road - 1 lane miles	2020	Exempt	San Joaquin
Hosking Road/McCutchen Road	other	From Buena Vista Road to Gosford Road - 4 lane miles	2020	Exempt	San Joaquin
Hosking Road/McCutchen Road	other	From Gosford Road to Stine Road - 4 lane miles	2020	Exempt	San Joaquin
Oak Street	other	From California Avenue to SR 178/24th Street - 2 lane miles	2020	Exempt	San Joaquin
Paladino Drive	other	From Morning Drive to Masterson Street - 3 lane miles	2020	Exempt	San Joaquin
Paladino Drive	other	From Masterson Street to Alfred Harrell Highway - 2 lane miles	2020	Exempt	San Joaquin
Panama Lane	other	From South Union Avenue to Cottonwood Road - 2 lane miles	2020	Exempt	San Joaquin
Panama Road	other	From SP RR to 0.2 mi w/o SR 184 - 0.6 lane miles	2020	Exempt	San Joaquin
Panama Road	other	From 0.2 mi w/o SR 184 to SR 184 - 0.4	2020	Exempt	San Joaquin

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Project	Function	Scope	Year Modeled	Exempt Status	Air Basin
		lane miles			
Renfro Road	other	From Olive Drive to Reina Road - 1 lane miles	2020	Exempt	San Joaquin
Renfro Road	other	From Seventh Standard Road to Olive Drive - 3 lane miles	2020	Exempt	San Joaquin
Snow Road	other	From Jenkins Road to Allen Road - 1 lane miles	2020	Exempt	San Joaquin
Stockdale Highway	other	From West Metro Boundary to Heath Road - 9 lane miles	2020	Exempt	San Joaquin
Vineland Road	other	From SR 184/Kern Canyon Road to Pioneer Drive - 2 lane miles	2020	Exempt	San Joaquin
Vineland Road	other	From SR 184/Kern Canyon Road to SR 178 - 2 lane miles	2020	Exempt	San Joaquin
Vineland Road	other	From Edison Highway to Eucalyptus Drive - 1.5 lane miles	2020	Exempt	San Joaquin
Vineland Road	other	From Eucalyptus Drive to Pioneer Drive - 0.5 lane miles	2020	Exempt	San Joaquin
Vineland Road	other	From SR 58 to Edison Highway - 0.4 lane miles	2020	Exempt	San Joaquin
White Lane/Muller Avenue	other	From South Union Avenue to Cottonwood Road - 2 lane miles	2020	Exempt	San Joaquin
White Lane/Muller Avenue	other	From Cottonwood Road to Fairfax Road - 6.4 lane miles	2020	Exempt	San Joaquin
White Lane/Muller Avenue	other	From South Union Avenue to Cottonwood Road - 2 lane miles	2020	Exempt	San Joaquin
Wible Road	other	From Ming Avenue to Brundage Lane - 2 lane miles	2020	Exempt	San Joaquin
Breckenridge Road	other	From Vineland Road to Edison Road - 2 lane miles	2030	Exempt	San Joaquin
Heath Road	other	From SR 58/Rosedale Highway to Stockdale Highway - 5 lane miles	2008, 4 lanes 2030	Exempt	San Joaquin

**APPENDIX C**

**2005 8-HOUR CONFORMITY ANALYSIS DOCUMENTS**



## APPENDIX C

### 2005 8-HOUR CONFORMITY ANALYSIS DOCUMENTATION

#### EMFAC Emissions

##### KERN

<u>Pollutant</u>	<u>Source</u>	<u>Description</u>	<u>Analysis Year</u>					
			2008	2010	2013	2020	2030	
Ozone - Extreme	EMFAC 2002 (Summer Run)	ROG Total Exhaust (All Vehicles Total)	11.23	9.93	8.26	6.10	4.57	
	ARB	Minus I/M Improvement Benefit	0.27	0.23	0.23	0.23	0.23	
	ARB	State Measure Reductions	0	0.67	0.67	0.67	0.67	
	<b>Conformity Total</b>			10.96	9.03	7.36	5.20	3.67
Ozone - Extreme	EMFAC 2002 (Summer Run)	NOx Total Exhaust (All Vehicles Total)	32.19	28.48	22.25	13.42	9.18	
	ARB	Minus I/M Improvement Benefit	0.56	0.5	0.5	0.5	0.5	
	District	Local Measure Reductions	0.54	0.6	0.6	0.6	0.6	
	ARB	State Measure Reductions	0	1.8	1.8	1.8	1.8	
	<b>Conformity Total</b>			31.09	25.58	19.35	10.52	6.28

APPENDIX C

**ADDITIONAL VMT PERCENTAGE BY SPEED BIN**

<b>KERN - SAN JOAQUIN VALLEY</b>			<b>KERN - EASTERN KERN</b>		
<b>2013</b>			<b>2009</b>		
0.0 - 4.9	8,242	0.04%	0.0 - 4.9	1,146	0.03%
5.0 - 9.9	38,917	0.18%	5.0 - 9.9	2,583	0.06%
10.0 - 14.9	132,715	0.62%	10.0 - 14.9	2,528	0.06%
15.0 - 19.9	920,024	4.31%	15.0 - 19.9	10,773	0.24%
20.0 - 24.9	643,003	3.02%	20.0 - 24.9	33,993	0.75%
25.0 - 29.9	1,088,038	5.10%	25.0 - 29.9	58,176	1.29%
30.0 - 34.9	2,137,442	10.02%	30.0 - 34.9	503,666	11.18%
35.0 - 39.9	1,847,709	8.67%	35.0 - 39.9	206,318	4.58%
40.0 - 44.9	770,163	3.61%	40.0 - 44.9	171,532	3.81%
45.0 - 49.9	1,316,826	6.18%	45.0 - 49.9	394,212	8.75%
50.0 - 54.9	1,858,736	8.72%	50.0 - 54.9	1,405,958	31.22%
55.0 - 59.9	1,196,171	5.61%	55.0 - 59.9	162,711	3.61%
60.0 - 64.9	1,645,643	7.72%	60.0 - 64.9		0.00%
65.0 - 69.9	1,074,070	5.04%	65.0 - 69.9	178,720	3.97%
70.0 - 74.9	6,644,117	31.16%	70.0 - 74.9	1,371,624	30.45%
Total	21,321,816	100.00%	Total	4,503,940	100.00%

**APPENDIX D**  
**CONSULTATION CORRESPONDENCE**

(1)

Robert Ball - 8-hour Conformity Consultation

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**Date:** 1/11/05 10:03AM  
**Subject:** 8-hour Conformity Consultation

An addendum to the consultation on processes pertaining to the 2004 transportation conformity analysis for the 8-hour conformity demonstration is attached for review and comment (transmittal and attachments). Comments are due by Wednesday, January 19, 2005.

The analysis procedures are drafted and will be forwarded for review and comment in the near future. However, we do not plan to conduct another training session with inter-agency consultation partners. The draft documentation is also being prepared and will be transmitted for review and comment when available.

It is anticipated that all inter-agency consultation and conformity analyses will be completed by March 2005. This will be followed by a 30-day public review period (March/April 2005) and COG adoption in April/May 2005. All 8-hour conformity documents for the Valley COGs will be submitted to FHWA by May 16, 2005 as requested to provide federal approval by June 15, 2005.

Please contact me if you have any questions or need additional information.

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602-277-1664 (fax)

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Robert Ball - 8-hour Conformity Instructions

Page 1

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**Date:** 1/19/05 7:12AM  
**Subject:** 8-hour Conformity Instructions

The San Joaquin Valley Air Quality Modeling Procedures for the 2004 RTPs & TIPs, dated May 17, 2004 have been revised for the 8-hour conformity demonstration. The 2005 8-hour Conformity Instructions and corresponding spreadsheets are being distributed to the MCC for inter-agency consultation (see attachment list below). Please note that all spreadsheets include an "instructions" tab, as well as a tab for each COG. As previously indicated, we do not plan to conduct another training session with inter-agency consultation partners. If you have written comments regarding these instructions, please provide them to Cari Anderson by Wednesday, January 26, 2005.

NOTE to TPA staff: It is recommended that you begin preparing the 2013 transportation network (+2009 for Kern-other) per the attached instructions. However, please do not continue with the instructions until comments are received from the inter-agency consultation partners. The instructions and/or spreadsheets will be revised accordingly and posted on the Fresno COG website; notification will be transmitted to the MCC upon completion.

Please contact me if you have any questions or need additional information.

Attachments:

(1) 2005 8-hour Conformity Instructions

NOTE: hot links will be provided after comments are received.

(2) 2005 8-hour adjust\_vmt spreadsheet

(3) 2005 8-hour CO totals spreadsheet

NOTE: only applicable for Fresno, Kern, San Joaquin, and Stanislaus Counties.

(4) 2005 8-hour Ozone totals spreadsheet

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(3)

Robert Ball - Draft 8-hour Conformity Boilerplate

Page 1

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**Date:** 2/15/05 3:36PM  
**Subject:** Draft 8-hour Conformity Boilerplate

The San Joaquin Valley Transportation Planning Agencies Director's Association is distributing the draft boilerplate documentation for the 8-hour conformity analysis to the MCC for inter-agency consultation. If you have written comments regarding this material, please provide them to Cari Anderson by Tuesday, February 22, 2005.

Please note that the analysis procedures (instructions and spreadsheets) will be revised to reflect only the Extreme Ozone Plan budgets due to publication of adequacy in the Federal Register today. In addition, all references to the new CO Maintenance Plan and conformity budgets have been removed from the draft boilerplate in response to information provided by EPA indicating that there will be no adequacy finding issued on those budgets. Rather, EPA intends to proposal approval of both the CO Plan and conformity budgets after June 15, 2005.

Please contact Cari Anderson or Jason Paukovits if you have any questions or need additional information.

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**RESPONSE TO SAN JOAQUIN VALLEY INTER-AGENCY COMMENTS**

Addendum To Consultation On Processes Pertaining To The 2004 Transportation Conformity Analysis For The 8-Hour Conformity Demonstration

*(transmitted for interagency consultation January 11, 2005; comments due January 19, 2005)*

COMMENT FROM MAYELA SOSA, FHWA  
(via e-mail, dated January 19, 2005)

Comment: Conformity may only be demonstrated to one set of budgets for a particular pollutant in a single conformity determination. Demonstration of conformity to any other budget, either past or future, may be included in the analysis for informational purposes only. USDOT's conformity determination may only be made to the applicable budget for a pollutant, which is defined as the budget in effect at the time of the conformity determination. The MPO Board must make its finding of conformity to the same budget that will be applicable when USDOT's conformity determination is made. Thus, SJV MPOs must work with EPA on the timing of adequacy findings for both the Extreme Ozone and CO maintenance budgets to be certain that no adequacy findings occur between the MPO Board adoption of the conformity finding and the USDOT conformity determination. If an adequacy finding is scheduled for that time, the MPO will have to work with FHWA to be sure the Board conformity finding is made with a deferred effective date using the budget that has not yet been deemed adequate, making the conformity finding effective the date of adequacy of that budget. Then, USDOT's conformity finding can be made to the same adequate budget.

Response: EPA published the notice of adequacy determination in the February 15, 2005 Federal Register, effective March 2, 2005, for the motor vehicle emissions budgets. VOC and NOx are specified in the Extreme Ozone Attainment Demonstration Plan in tons per average summer day. The budgets for 2008 and 2010 will be used to compare to emissions resulting from the 2004 TIP and RTP. The analysis procedures (instructions and spreadsheets) were revised to reflect only the Extreme Ozone Plan budgets.

In addition, all references to the new Carbon Monoxide Maintenance Plan and conformity budgets have been removed from the draft documentation in response to information provided by EPA indicating that there will be no adequacy finding issued on those budgets. Rather EPA intends to propose approval of both the maintenance plan and conformity budgets after June 15, 2005.

Comment: Reliance upon a previous regional emissions analysis may be done only if the requirements of 93.122(g) are met, meaning no change in project design concept and scope and all projects within the timeframe of the TIP/RTP remain on schedule, or at least will show up in the same analysis years. If only a few analysis years are changing, and others remain the same, in order to use previous analysis for analysis years that did not change and only run new analyses for new analysis years, MPOs must demonstrate that no changes have occurred in planning assumptions for those previous analysis years. Otherwise, a new analysis must be run including all analysis years.

Response: Comment noted. No amendments that require a regional emissions analysis have been or will be processed prior to or in conjunction with the 8-hour conformity determination. More specifically, for the existing federally approved 2004 TIP/RTP, there are no additions or deletions of regionally significant projects, no significant changes in the design concept and scope of existing regionally significant projects, and no changes to the time frame of the transportation plan. In addition, the consultation document clearly indicates that there have been no other updates to the transportation models, socioeconomic projections, or other planning assumptions.

The conformity determination will rely on the federally approved previous emissions analysis for Carbon Monoxide, the 2005 Ozone Rate of Progress demonstration, and PM-10. The Ozone Rate of Progress Plan, conformity budgets, and regional emissions analysis are not addressed and/or impacted by the Extreme Ozone Attainment Demonstration Plan. As a result, only the 2008, 2010, 2020, and 2030 analysis years have been reprocessed consistent with the Extreme Ozone Plan.

Comment: The interagency partners still need to discuss and reach consensus on how to treat the Table 1 TCMs. FHWA is specifically interested in whether or not an assessment of timely implementation will be required for us to make our conformity determinations. We believe the answer to this question is primarily dependent on how EPA decides to view these TCMs. We will look to the SJV MPOs to initiate these discussions with all of the interagency partners as soon as possible so that we can resolve this matter sooner rather than later.

Response: Table 1 contains specific federally-funded projects that support CAA Section 108(f) categories in the first triennial element of the 2004 TIP. Table 1 was provided as part of the 2004 Conformity Analysis in response to a FHWA comment that indicated the conformity documents would not be approved without it, which would result in a conformity lapse for the entire San Joaquin Valley.

In addition, the Supplemental Documentation to the 2004 Conformity Analysis indicated that this does not provide a precedent for future submittals, as the MPOs believe that the projects in Table 1 are not subject to timely implementation requirements. The Supplemental Documentation indicated that such projects may not support the approved RACM commitments contained in the Amended 2003 PM-10 Plan; if they do, they are listed in Table 3 and timely implementation documentation has been provided. The Table 1 projects were only provided to demonstrate continued efforts to implement projects that support general Section 108(f) categories and to further illustrate that the TIP/RTP provides for continued funding for transportation projects that support such categories.

It is important to note that timely implementation documentation was provided for each SIP (local government RACM) commitment in Table 3 as part of the Supplemental Documentation. As indicated in the consultation documentation on the processes for the 2005 8-hour Conformity Analysis, the MPOs will update this table accordingly.

Through a series of conference calls with FHWA and EPA in February, the MPOs have received

additional information on the request to document timely implementation of TCMs. The MPOs will review this information and provide appropriate updates in the final draft documentation.

COMMENT FROM MICHAEL BRADY, CALTRANS  
(via e-mail, dated January 20, 2005)

Comment: After discussion at the last MCC meeting, and re-reading your materials, I think you have a viable approach. There are still a few risks, based on what I heard from Mayela and Steve at the meeting.

Response: Thank you for the general support. The MPOs are making every effort to minimize risk associated with this process by releasing 8-hour conformity processes, instructions, and boilerplate documents for interagency consultation prior to the official public review period.

Comment: Budgets - existing vs adequacy: FHWA made very clear in another discussion last week what was suggested at the MCC meeting - you can only do conformity to one set of budgets, and if an adequacy finding happens between your Board action and FHWA's approval date everything could be kicked back if not done right. FHWA apparently will accept a "contingent" finding by the Boards if you are pretty sure an adequacy finding will happen during that FHWA processing period: SCAG did that last time around to cover the adequacy finding on some budgets that had been done but was not yet effective. Will EPA's current timing for budget adequacy determinations on the Extreme ozone plan and the CO Maintenance update cause that kind of issue?

Response: See response to FHWA comment above.

Comment: Budgets - ROP vs Attainment Plan: Again based on other discussions, I believe that you will be held to BOTH ROP and Attainment Plan budgets if an ROP budget year is prior to the first Attainment SIP budget year. Ditto for CO - if the original Maintenance SIP has budget years prior to the first budget year in the Update, you still have to meet them. I don't think this will be a problem, but you probably should verify it.

Response: We agree the emissions will need to meet the budgets described above. However, by readopting information associated with the previous emissions analysis, which demonstrated that all of those budgets could be met, the MPOs believe that requirement has been fulfilled.

The ROP budget is for 2005; the attainment plan budgets are for 2008 and 2010. The existing federally approved 2004 TIP/RTP/Conformity Analysis show that transportation emissions for all analysis years are less than the 2005 ROP budget. The analysis year 2008 will be compared to the new 2008 budget from the Extreme Ozone Attainment Plan and the analysis years 2010, 2013, 2020, and 2030 will be compared to the new 2010 budget from the Extreme Plan.

Comment: Use of prior emission analysis: I sensed a lot of unease at FHWA with your using the prior emission analysis and just adding the new analysis years. Did they comment further on that? A real risk there is that you can't make changes that affect regionally significant projects'

analysis years and still rely on the prior emission analysis, and changes are almost certainly on the horizon. The new standards of course introduce a couple more analysis years to tighten things down further for future project changes. Careful documentation of all of this in the boilerplate will be a key to getting things through.

Response: See response to FHWA comment above. To re-iterate, there are no amendments that require a regional emissions analysis within the San Joaquin Valley that will be processed prior to or in conjunction with the 8-hour conformity determination.

Comment: E. Kern: using the 1-hr Mtc budgets for now is correct, but you may need to think about some adjustment for Indian Wells Valley (Ridgecrest area). It was included in the 1-hour area but is not in the 8-hour area.

Response: The processes incorrectly stated that the 8-hour ozone nonattainment area for Eastern Kern County was the same as the current 1-hour nonattainment area and that scenario 1 applied. The processes should have stated that the 8-hour ozone nonattainment area is smaller than, but completely encompassed by, the current 1-hour ozone nonattainment area. In this case scenario 2 applies. The area can use a budget test using a subset of the existing budget or continue to model the entire 1-hour nonattainment area. Kern COG will continue to model the entire 1-hour nonattainment area consistent with the federally approved 2004 TIP/RTP/Conformity Analysis.

### **8-Hour Conformity Instructions**

*(transmitted for interagency consultation January 19, 2005; comments due January 26, 2005)*

No comments were received from the interagency consultation partners; however, it was determined that the Ozone Totals spreadsheet inadvertently omitted local measure reductions for NOx that were included in the Extreme Ozone Plan. The spreadsheet was revised accordingly prior to posting for TPA use in estimating emissions.

In mid-February 2005, the instructions and spreadsheets were revised to reflect only the Extreme Ozone Plan budgets in response to the EPA notice of adequacy determination published in the February 15, 2005 Federal Register.

In addition, all references to the new Carbon Monoxide Maintenance Plan and conformity budgets were removed in response to information provided by EPA indicating that there will be no adequacy finding issued on those budgets.

**Draft 8-Hour Conformity Boilerplate**

*(transmitted for interagency consultation February 15, 2005; comments due February 22, 2005)*

COMMENT FROM MAYELA SOSA, FHWA  
(via e-mail, dated February 22, 2005)

Comment: The MPO Board resolution should be included in a new appendix.

Response: The MPOs typically transmit the resolution with the Conformity Document. In order to avoid making changes to the document after Board adoption, the MPOs recommend that they continue to transmit the resolution with the Conformity Document.

Comment: All pollutants should be addressed [in the conformity document]. As noted in the Q&As for the eight-hour conformity determinations, areas can rely on the previous regional emissions analysis for the other pollutants if the requirements of 93.122(g) can be met. Relying on a previous regional emissions analysis for these pollutants does not mean that they do not need to be addressed in the conformity documentation and Board action.

Response: The Draft documentation has been revised accordingly. The federally approved 2004 Conformity Analysis has been incorporated by reference. In addition, clarifying text regarding the use of Section 93.122(g) has been included where suggested by FHWA and elsewhere as appropriate.

Comment: FHWA and EPA consider the ozone analysis to be a new regional emissions analysis for the following reasons: 1) the conformity analysis is for the eight-hour ozone standard; 2) the new analysis year is required for the eight-hour attainment year; and 3) even though the travel demand model data may be the same as that used in the 2004 analysis, new emission controls are being used from the extreme SIP. Therefore, we cannot say that we are relying on a previous regional emissions analysis for ozone.

Response: As discussed with FHWA and EPA, the federally approved 2004 Conformity Analysis contains a demonstration of conformity for the 2005 analysis year consistent with the Ozone Rate of Progress Plan. The Plan, conformity budgets, and regional emissions analysis are not addressed and/or impacted by the Extreme Ozone Attainment Demonstration Plan. Only the 2008, 2010, 2020, and 2030 analysis years have been reprocessed consistent with the Extreme Ozone Plan. As a result, the 2005 8-hour conformity demonstration will rely on the previous emissions analysis for the analysis year 2005. The clarifying text regarding the use of Section 93.122(g) has been revised to include the 2005 Ozone Rate of Progress demonstration per consultation with FHWA and EPA.

Comment: FHWA requests that a section on financial constraint be added to the boilerplate and addressed by the individual MPOs in the final documents. We request that each MPO summarize the financial constraint information for their TIP and RTP and reaffirm that this information is still valid. Those MPOs that processed FTIP amendments to realign programming amounts for the STIP, HPRR or SHOPP programs should briefly summarize these changes, while those MPOs that processed any other amendments should also summarize these and

confirm that they did not change the financial constraint analysis for the FTIP and RTP.

Response: The Draft documentation has been revised accordingly.

Comment: FHWA submitted a template to MPOs to improve project lists included in the conformity document.

Response: The MPOs reviewed the template, and through discussions with FHWA, have agreed that this template cannot be incorporated into the conformity document at this time. However, the MPOs and FHWA will continue to discuss the use of this template in the future.



## APPENDIX E

### PUBLIC HEARING PROCESS DOCUMENTATION

**Public Involvement Process** -- An advertised 30-day public review period began on March 23, 2005 in accordance with the Kern COG Public Involvement Policy and Procedures and will conclude at this public hearing.

Display ads were published in appropriate languages (English and Spanish) in twelve area newspapers. The newspapers included the Arvin Tiller, Bakersfield Californian, Bakersfield News Observer, Daily Independent, Daily Midway Driller, Delano Record, El Mexicalo, Lamont Reporter, Mojave Desert News, Shafter Press, and Wasco Tribune. A legal notice was also published in the Bakersfield Californian. A press release was sent to a variety of media outlets.

Substantial comments were received from the California Air Resources Board and the Federal Highways Administration (FHWA). Kern COG is responding to these comments and incorporating them in the Final Conformity Analysis/Determination where appropriate. No other comments have been received as of the writing of this staff report.

March 18, 2005

NOTICE OF DOCUMENT AVAILABILITY FOR PUBLIC REVIEW  
AND PUBLIC HEARING

TO: Interested Persons

FROM: RONALD E. BRUMMETT,  
EXECUTIVE DIRECTOR

By: Robert Ball,  
Senior Planner

SUBJECT: PUBLIC REVIEW PERIOD/PUBLIC HEARING FOR –  
THE DRAFT 8-HOUR AIR QUALITY CONFORMITY ANALYSIS FOR –  
THE FEDERALLY APPROVED 2004 FTIP AND THE DESTINATION 2030 RTP

Kern Council of Governments, as the Metropolitan Planning Organization and the Regional Transportation Planning Agency for the Kern County region, is required to publish an Air Quality Conformity Analysis for the Federally Approved Federal Transportation Improvement Program (FTIP) and the Destination 2030 Regional Transportation Plan (RTP) every two years or as amendments require and regulation changes require. Changes to the federal air quality standards for Ozone from a 1-hour measurement to an 8-hour measurement have triggered the need for this analysis. The FTIP for the Kern Region is a 6-year schedule of multi-modal transportation improvements and the RTP is a long-range 26-year transportation plan.

A public review period for the Draft 8-Hour Air Quality Conformity Analysis begins March 18, 2005 and ends April 18, 2005. An additional opportunity to provide comment will be at a Public Hearing scheduled for April 18, 2005. The Hearing will be held prior to consideration for adoption, by resolution, by Kern Council of Governments following the Public Hearing. The document will then be submitted to state and federal agencies for their review and final approval.

All written comments should be submitted to Kern Council of Governments, 1401 19th Street, Suite 300, Bakersfield, California 93301 no later than 5:00 p.m., April 18, 2005. Please contact Robert Ball at (661) 861-2191 or send e-mail to [rball@kerncog.org](mailto:rball@kerncog.org) with questions regarding the Draft 8-Hour Conformity Analysis.

NOTICE OF DOCUMENT AVAILABILITY FOR PUBLIC REVIEW  
AND PUBLIC HEARING

DRAFT 8-HOUR OZONE AIR QUALITY CONFORMITY ANALYSIS FOR THE FEDERALLY  
APPROVED 2004 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM AND THE  
DESTINATION 2030 REGIONAL TRANSPORTATION PLAN

Kern Council of Governments (Kern COG) is considering a resolution to adopt the Draft 8-Hour Air Quality Conformity Analysis (Conformity) for the Federally Approved 2004 Federal Transportation Improvement Program (TIP), and the Destination 2030 Regional Transportation Plan (RTP).

1. Kern COG, the Metropolitan Planning Organization and Regional Transportation Planning Agency for Kern County, is starting an advertised public review period - March 18, 2005 to April 18, 2005 - to be followed by a Public Hearing on April 21, 2005 in accordance with adopted Kern COG policy; and
2. The TIP is a five-year federal transportation expenditure program containing a list near term capital improvements for the Kern region; and
3. The RTP is a twenty-six year transportation plan for the Kern Region containing a list of long term capital improvements for the Kern Region; and
4. The Conformity of the TIP/RTP is a federally mandated analysis that must demonstrate that the TIP/RTP will not adversely affect the region's efforts to attain the national air quality standards; and
5. The Conformity of the TIP/RTP must meet requirements of the Federal Clean Air Act Amendments of 1990 and the State Implementation Plans relevant to the Kern Region; and
6. The Conformity is required to be re-analyzed when there is a significant change in the TIP/RTP, latest planning assumptions, or Federal regulations; and
7. The Conformity is required because Federal regulations for measurement of Ozone are changing from a 1-hour to an 8-hour standard; and
8. A PUBLIC HEARING will be held in the Kern COG Conference Room, 1401 19th Street, Third Floor, Bakersfield, California at 7:00 p.m. on Thursday, April 21, 2005, after which time, Kern Council of Governments will consider the following actions:
  - a) Find that the TIP/RTP meet conformity requirements of the Federal Clean Air Act Amendments of 1990 and the State Implementation Plans;
  - b) Adopt by resolution, the above findings and the Conformity for the TIP/RTP.

Copies of the Document are available at Kern COG, on the Internet at <http://www.kerncog.org> and at all local libraries. Please send written comments to:

Ronald E. Brummett, Executive Director  
Kern Council of Governments, 1401 19<sup>th</sup> Street, Suite 300, Bakersfield, CA 93301  
or call (661) 861-2191, TTY (661) 832-7433

The BAKERSFIELD CALIFORNIAN  
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Solicitor I.D.: C010

KERN COUNCIL OF GOVERNMENT  
1401 19TH ST STE 300  
BAKERSFIELD CA 93301-4400

STATE OF CALIFORNIA  
COUNTY OF KERN

I AM A CITIZEN OF THE UNITED STATES AND A RESIDENT OF THE COUNTY AFORESAID: I AM OVER THE AGE OF EIGHTEEN YEARS, AND NOT A PARTY TO OR INTERESTED IN THE ABOVE ENTITLED MATTER. I AM THE ASSISTANT PRINCIPAL CLERK OF THE PRINTER OF THE BAKERSFIELD CALIFORNIAN, A NEWSPAPER OF GENERAL CIRCULATION, PRINTED AND PUBLISHED DAILY IN THE CITY OF BAKERSFIELD COUNTY OF KERN.

AND WHICH NEWSPAPER HAS BEEN ADJUDGED A NEWSPAPER OF GENERAL CIRCULATION BY THE SUPERIOR COURT OF THE COUNTY OF KERN, STATE OF CALIFORNIA, UNDER DATE OF FEBRUARY 5, 1952, CASE NUMBER 57610; THAT THE NOTICE, OF WHICH THE ANNEXED IS A PRINTED COPY, HAS BEEN PUBLISHED IN EACH REGULAR AND ENTIRE ISSUE OF SAID NEWSPAPER AND NOT IN ANY SUPPLEMENT THEREOF ON THE FOLLOWING DATES, TO WIT:

04/10

ALL IN THE YEAR 2005

I CERTIFY (OR DECLARE) UNDER PENALTY OF PERJURY THAT THE FOREGOING IS TRUE AND CORRECT.

*[Handwritten Signature]*

DATED AT BAKERSFIELD CALIFORNIA

*4-11-05*

First Text

**8-Hour Air Quality Conformity  
Analysis available for public review**



**Kern Council  
of Governments**

For information,  
please call  
661-861-2191

Air quality and transportation are everyone's business. The public is encouraged to comment on Kern COG's new 8-hour Ozone Standard Air Quality Conformity Analysis, which discusses whether transportation projects in Kern County can continue to be built without making our air worse. Copies are available at Kern COG's office, in all County libraries and online at: [www.kerncog.org](http://www.kerncog.org).



Find Information & Provide Input On:

- Air quality & transportation plans / processes
- Transportation & air quality links
- Gas tax-funded road projects

What: Air Quality Conformity Public Hearing  
When: Thursday, April 21, 7 p.m.  
Where: Kern COG offices  
1401 19th Street, Suite 300  
Bakersfield, CA 93301

Received Fax : MAR 15 2005 11:11AM Fax Station : KERN COUNCIL OF GOVTS. P. 1

To: Robert Phipps From: Bakersfield Californian 03/15/05 11:12am Page: 001

The Bakersfield Californian  
1707 Eye Street  
Bakersfield, CA 93301

Date: 3/15/05 11:11:48AM

To: Robert Phipps  
Phone: 661-861-2191  
Fax: 661-324-8215

From: Elaine Paul  
Phone: 661-395-7243  
Fax: 661-395-7540

Customer Information  
KERN COUNCIL OF GOVERNMENT  
1401 19TH ST STE 300  
BAKERSFIELD, CA 93301-4400

Here is a proof of your ad. Please check the ad carefully and call with any corrections.

Notes:

**Ad Information:**

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Ad Depth in Lines: 99  
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Ad Number: 5050785

**This Ad will run in the following paper(s)**

Non-Publishing Publication  
Run Dates: 03/23/05  
The Bakersfield Californian  
Run Dates: 03/23/05

This Fax is Magnified: 2 X

To: Robert Phipps From: Bakersfield California 03/15/05 11:12am Page: 002  
Ad Number: 5850785, Publication: tbc, Magnification: 2X Title 1-1

**NOTICE OF DOCUMENT  
AVAILABILITY FOR  
PUBLIC REVIEW  
AND PUBLIC HEARING**

**DRAFT 8-HOUR OZONE AIR  
QUALITY CONFORMITY  
ANALYSIS FOR THE  
FEDERALLY APPROVED 2004  
FEDERAL TRANSPORTATION  
IMPROVEMENT PROGRAM  
AND THE DESTINATION 2030  
REGIONAL  
TRANSPORTATION PLAN**

Kern Council of Governments (Kern COG) is considering a resolution to adopt the Draft 8-Hour Air Quality Conformity Analysis (Conformity) for the Federally Approved 2004 Federal Transportation Improvement Program (TIP), and the Destination 2030 Regional Transportation Plan (RTP).

1. Kern COG, the Metropolitan Planning Organization and Regional Transportation Planning Agency for Kern County, is starting an advertised public review period - March 23, 2005 to April 21, 2005 - to be followed by a Public Hearing on April 21, 2005 in accordance with adopted Kern COG policy; and
2. The TIP is a five year federal transportation expenditure program containing a list near term capital improvements for the Kern region; and
3. The RTP is a twenty-six year transportation plan for the Kern Region containing a list of long term capital improvements for the Kern Region; and
4. The Conformity of the TIP/RTP is a federally mandated analysis that must demonstrate that the TIP/RTP will not adversely affect the region's efforts to attain the national air quality standards and

To: Robert Phipps From: Bakersfield Californ 03/15/05 11:13am Page: 003

Title 1-2

national air quality standards, and  
5. The Conformity of the TIP/RTP must meet requirements of the Federal Clean Air Act Amendments of 1990 and the State Implementation Plans relevant to the Kern Region; and

6. The Conformity is required to be re-analyzed when there is a significant change in the TIP/RTP, latest planning assumptions, or Federal regulations; and

7. The Conformity is required because Federal regulations for measurement of Ozone are changing from a 1-hour to an 8-hour standard; and

B. A PUBLIC HEARING will be held in the Kern COG Conference Room, 1401 19th Street, Third Floor, Bakersfield, California at 7:00 p.m. on Thursday, April 21, 2005, after which time, Kern Council of Governments will consider the following actions:

a) Find that the TIP/RTP meet conformity requirements of the Federal Clean Air Act Amendments of 1990 and the State Implementation Plans;

b) Adopt by resolution, the above findings and the Conformity for the TIP/RTP.

Copies of the Document are available at Kern COG, on the Internet at <http://www.kerncog.org> and at all local libraries. Please send written comments to:

Ronald E. Brummett,  
Executive Director  
Kern Council of Governments,  
1401 19th Street, Suite 300,  
Bakersfield, CA 93301  
or call (661) 861-2191,  
TTY (661) 832-7433

March 23, 2005 (#5050785)

(Flyer announcing conformity workshop)

## **KERN COUNCIL OF GOVERNMENTS WORKSHOP**

# **An Overview of Transportation/Air Quality Issues**

**Thursday, April 21, 2005  
6:35 PM to 6:55 PM  
at the KCOG Board Room**

*This workshop will be presented prior to  
the regularly scheduled Board meeting  
of the Kern Council of Governments.*

**The workshop will cover the following areas:**

*Sources of Air Pollution in Kern*

*Conformity: Building Roads While Cleaning the Air*

*Controlling Transportation Related Sources*

*Conclusions / Questions*

APPENDIX F

RESPONSE TO COMMENTS DURING THE PUBLIC REVIEW PERIOD

DRAFT 8-HOUR CONFORMITY ANALYSIS

Response to comments received from the Federal Highways Administration on April 18, 2005.

Robert Ball - KCOG 8-hour conformity--FHWA Comments Page 1

**From:** "Sosa, Mayela" <Mayela.Sosa@fhwa.dot.gov>  
**To:** <rball@kerncog.org>  
**Date:** 4/18/05 3:48PM  
**Subject:** KCOG 8-hour conformity--FHWA Comments

Robert:  
Attached are our comments. Please feel free to contact us if you have any questions.

Thanks.  
Mayela

\*\*\*\*\*  
Mayela Sosa  
Planning Team Leader  
650 Capitol Mall, Suite 4-100  
Sacramento, CA 95814  
mayela.sosa@fhwa.dot.gov  
(916) 498-5022  
(916) 498-5008 fax  
\*\*\*\*\*  
<<KCOG8HR Comments.doc>>

**CC:** "Cari Anderson (E-mail)" <cari@caconsulting.org>, "Karina O'Connor (E-mail)" <OConnor.Karina@epamail.epa.gov>, "Mazur, Jean" <Jean.Mazur@fhwa.dot.gov>, "Levine, Leigh" <Leigh.Levine@fhwa.dot.gov>

COMMENTS FROM MAYELA SOSA, FHWA  
(via e-mail, dated April 18, 2005)

Comment: Page 7, second full paragraph – Please add clarification in the text as to which areas are “Eastern Kern County” and the “Mojave Desert” portion used in the 2004 conformity analysis. A map may be helpful to distinguish between the different boundaries.

Response: The Final 8-Hour Conformity Analysis will reflect the requested updates.

Comment: Page 9, fourth paragraph - The conformity documentation needs to be submitted to both FHWA and FTA. Additionally, it will be approved by both FHWA and FTA. Please

update the text and transmit the documentation accordingly.

Response: The Final 8-Hour Conformity Analysis will reflect the requested updates.

Comment: Page 13, second paragraph – 40 CFR 93.122(g) also requires that the timeframes of the regionally-significant projects in the TIP and Plan are still consistent in the regional emissions analysis. Assuming it is accurate for KCOG’s situation, please add confirmation that the timeframes for the regionally-significant projects are still the same. We would suggest revising the last sentence to say something like “In addition, there are no changes in the design concept and scope *or implementation years* of the existing regionally significant projects.”

Response: The Final 8-Hour Conformity Analysis will reflect the suggested changes.

Comment: Page 13, Amendment Discussion – Please note that only exempt projects or project phases (environmental studies for non-exempt projects) are exempt from the requirement to determine conformity. Some TIP amendments addressing non-regionally significant, non-exempt projects may still require a conformity determination. We suggest replacing “is a non-regionally significant amendment exempt from conformity” with “did not make changes to the TIP that required a conformity determination.”

Response: The Final 8-Hour Conformity Analysis will reflect the suggested changes.

Comment: Page 14, Socioeconomic Projections – If the 2013 and 2009 populations and employment projections were not addressed in the 2004 conformity analysis, please add text describing how these projections were developed.

Response: The procedures for developing population and employment data are addressed in the 2004 Conformity Analysis. The specific values for 2013 population and employment are provided in Table 2-1a and are unchanged from the 2004 Conformity; specific values for 2009 are provided in Table 2-b. Population and employment data for 2009 was generated using standard interpolation of the adopted 1.8 percent growth rate and jobs/housing ratio of 1.22 based on a comparison of California Employment Development Department labor force statistics and the 2000 Census Data.

Comment: Page 14 and 15, Tables 2-1a and 2-1b – Please add lane-miles to be consistent with the 2004 conformity analysis.

Response: The Final 8-Hour Conformity Analysis will reflect the requested updates. However, it is important to note that lane miles are required for PM-10 analysis only, which is not included in the 8-Hour Conformity Analysis.

Comment: Page 15, EMFAC2002 – Provided in Appendix B of the 2004 Conformity Determination is VMT percentages by speed bin. Please indicate in the conformity documentation whether these distributions were used in the EMFAC analysis for the new analysis years. Also, provide 2009 distributions as appropriate since they were not provided in the 2004 documentation.

Response: As noted on page 15, the EPA approved methodology for updating default vehicle activity was used. This includes both adjusting the vehicle population and VMT percentages by speed bin. Additional documentation is provided in the 2005 8-Hour Conformity Instructions posted on the Fresno COG web-page. Requested information will be added to Appendix C, page 44, including both the 2013 speed bins for the San Joaquin Valley and the 2009 speed bins used for East Kern.

Comment: Page 18, Table 6.1 – Please add a footnote to the table such as “As stated on Page 12, for the analysis year 2005, the 8-hour conformity demonstration relies on the previous emissions analysis from the 2004 Conformity Analysis; the results of that analysis can be found in that 2004 Conformity Determination.”

Response: It is important to note that paragraph 2 of Chapter 6, which discusses the results, clearly indicates that the 2005 Ozone Rate of Progress demonstration is being relied on; this is also explained in the Executive Summary (Results discussion) and Chapter 1 (Analysis Years discussion). However, the Final 8-Hour Conformity Analysis will include a footnote for clarification.

Comment: Appendix B –FHWA would like to work with KCOG and the other SJV MPOs in the future to improve the documentation relating to the project listings.

Response: As FHWA is aware, the SJV MPOs have already agreed to work with FHWA on the transportation project listing format as part of the inter-agency consultation for the upcoming 2006 Conformity Analysis. Kern COG is developing a revised project tracking system as a part of a model update contract that will provide the detail of information FHWA is requesting.

**APPENDIX G**

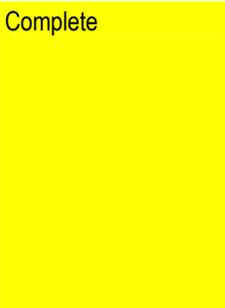
**TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES**

**APPENDIX G**

**TIMELY IMPLEMENTATION OF TRANSPORTATION CONTROL MEASURES**

<u>RACM Commitment</u>	<u>Agency</u>	<u>Commitment Description</u>	<u>Commitment Schedule</u>	<u>Commitment Funding</u>	<u>TIP</u>	<u>TIP Project ID</u>	<u>Project Description</u>	<u>Implementation Status</u>  (as of 9/04)	<u>2005 8-Hour Conformity Update</u>  (as of 4/05)
KE 14.10	KCOG	Public Education Program	02/03 - 04/05	\$40,000 per year	2002	KER020122	IN KERN COUNTY: COUNTYWIDE WITH SPECIAL EMPHASIS ON SAN JOAQUIN PORTION OF KERN COUNTY, PUBLIC OUTREACH PROGRAM, AND SOME CAPITAL	\$100,000 in total funding completed FY 03/04 (includes FY 02/03 funds). Project is in progress and CMAQ funding to be solicited for FY 04/05. Project will be added to the 2004 FTIP in Amend. No. 1.	Amend. No. 1 was federally approved on 11/19/04.
KE 1.1	Arvin	New bus service to Ikea plant and business park	2002	Not specified			Planning is complete and implementation was found to be infeasible due to low ridership to Ikea and Business Park. City of Arvin will continue to monitor transit ridership in this corridor as the business park develops and		

							riderships increases to appropriate levels.
KE 1.5	Arvin	Construct transfer station	2005	\$650,000 CMAQ (includes local)	2002 KER000503	CONSTRUCT NEW TRANSIT TRANSFER STATION	CMAQ funding has been authorized for use. Expected completion Fall 2005.
KE 9.3	Arvin	Drive Approach Modification Project; Traffic Signal Project	2003; 2003	\$395,000 Total			Drive Approach Modification project is complete. Traffic Signal project in construction phase and expected completion in October 2004.
KE 10.2	Arvin	Bike Racks on Buses	2002	Not specified			complete
KE 5.2 and 5.16	Bakersfield	Traffic signal interconnect projects	2003	\$1 M CMAQ (includes local)	1998 KER960506	TRAFFIC OPERATIONS CENTER: MANAGEMENT CENTER TO LINK ALL TRAFFIC SIGNALS TO CITY HALL- PURCHASE HARDWARE AND	complete



SOFTWARE - CONSTRUCTION  
OF CENTER (PHASE 2)

2002	KER000504	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF SOUTH H STREET FROM WHITE LANE TO PANAMA LANE	Financial constraint issues delayed the construction schedule to FY 04/05 of 2004 FTIP. Expected completion October 2005.
2002	KER000505	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF STINE ROAD FROM WHITE LANE TO HARRIS ROAD	Financial constraint issues delayed the construction schedule to FY 04/05 of 2004 FTIP. Expected completion October 2005.
2002	KER000506	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF ASHE ROAD FROM CLUB VIEW DRIVE TO NORTH HALF MOON BLVD.	Financial constraint issues delayed the construction schedule to FY 04/05 of 2004 FTIP. Expected completion October 2005.
2002	KER000507	SIGNALIZATION, COMMUNICATION / SYNCHRONIZATION OF MISC. BRANCH COMMUNICATIONS AT VARIOUS LOCATIONS	Financial constraint issues delayed the construction schedule to FY 04/05 of 2004 FTIP. Expected

		completion October 2005.
2002	KER010502 SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF THREE IDENTIFIED SIGNAL LOCATIONS	Financial constraint issues delayed the construction schedule to FY 04/05 of 2004 FTIP. Expected completion October 2005.
2002	KER990512 IN BAKERSFIELD -TRAFFIC SIGNAL WIRED INTERCONNECT ON NILES ST. FROM ALTA VISTA DR. TO HALEY ST.	Financial constraint issues delayed the construction schedule to FY 04/05 of 2004 FTIP. Expected completion October 2005.
2002	KER990520 IN BAKERSFIELD -(TRUNK LINE) TRAFFIC SIGNAL WIRED INTERCONNECT ON CHESTER AVENUE FROM 23RD ST. TO W. COLUMBUS ST.	Financial constraint issues delayed the construction schedule to FY 04/05 of 2004 FTIP. Expected completion October 2005.
2002	KER010503 SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF MISC. BRANCH COMMUNICATIONS AT VARIOUS LOCATIONS	Financial constraint issues delayed the construction schedule to FY 04/05 of 2004 FTIP. Expected completion October 2005.

KE 5.3	Bakersfield Intersection improvements at White and Wible Road; Westside Parkway	2003; 2007 +	Not specified	Some utility relocations are complete and others are planned. Median reconstruction project design (Stockdale Highway) is in progress; expected completion June 2005. Construction expected completion Spring 2006.
			2000 KER970508 SIGNALIZATION: TRUNK LINE COMMUNICATIONS/SYNCHRO. - WHITE LANE FROM WIBLE ROAD TO HUGHES LANE	complete
			2002 KER010501 SIGNALIZATION: COMMUNICATION / SYNCHRONIZATION OF GOSFORD ROAD FROM WHITE LANE TO STOCKDALE HWY.	complete

					2002 KER020102	IN BAKERSFIELD: FROM STOCKDALE HWY TO TRUXTUN AVE AT ROUTE 99; CONSTRUCT 4-LANE AND 6-LANE NEW FACILITY	Westside parkway project is in environmental and right of way phases. Project was split into phases in the 2004 FTIP.	2004 FTIP federally approved 10/4/04. Environmental and right of way phases in progress.
KE 9.5	California City	Expand bike lanes by about 75%	2003	Not specified			complete	
KE 1.5	Kern County	Service to Shafter, Wasco, McFarland, Delano, Lost Hills, Lamont, Weedpatch, Ridgecrest, California City and Mojave	2003	\$400,000 per year			complete	
KE 5.2	County	Six signal projects	2005	\$4,515,000 Total	2000 KER000521	SIGNALIZATION, SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS ON OLIVE DRIVE FROM FRUITVALE AVENUE TO COFFEE ROAD	construction in progress; expected completion in 2005	
					2000 KER990519	SIGNALIZATION, SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - NILES ST. FROM VIRGINIA ST. TO	complete	

MORNING DR.

2000 KER990518 SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - FAIRFAX RD. FROM BRUNDAGE LANE TO COLLEGE AVE. complete

2000 KER990523 SIGNALIZATION, SIGNAL SYNCHRONIZATION, CHANNELIZATION AND RELATED SAFETY MODIFICATIONS - OSWELL ST. FROM BRUNDAGE LANE TO BERNARD ST. complete

2000 KER000533 SYNCHRONIZATION CHANNELIZATION AND RELATED SAFETY MODIFICATIONS ON CALIFORNIA AVENUE FROM WASHINGTON STREET TO EDISON HIGHWAY complete

Project is in progress and CMAQ funding for Norris Road to be solicited for FY 04/05. Project will be added to the 2004 FTIP in Amend. No. 1.

Amend. No. 1 was federally approved on 11/19/04.

KE 10.2 County Retrofit buses with bike racks 2005 \$80,000 CMAQ 2002 (includes local) KER000528 INSTALL BIKE CYCLE RACKS ON BUS FLEET complete

KERN 8-HOUR CONFORMITY ANALYSIS - APRIL 2005

KE 10.2	Delano	Bike racks on four full size transit buses	2003	Not specified			Project out to bid in Septmeber 2004; expected award of purchase October 2004.	Complete
J 34	GET	Develop and implement an area vehicle locator		\$2.2 million	2002	KER990526 Area Vehicle Locator (Phase 1) KER990527 Area Vehicle Locator (Phase 2)	Equipment received and installed. Testing and acceptance in progress.	Complete
KE 9.3	Ridgecrest	Construct 1.5 miles of bicycle lane on existing streets and 2.67 miles of new bike lanes	2003	\$165,000 TEA	2002	KER990902 IN RIDGECREST - CHELSEA STREET BICYCLE PATH EXTENSION PROJECT	complete	
KE 1.5	Shafter	Analyze transit system for route expansion; construct a CNG facility; two CNG mini-vans for enhanced service	2000; 2003	Not specified			Analysis is complete. Additional projects should be excluded since they are NA (fuel based) under the conformity rule.	
KE 1.5	Taft	Construct transit transfer station	2002	\$375,000 CMAQ	2002	KER990550 IN THE CITY OF TAFT - CONSTRUCT TRANSIT TRANSFER STATION	complete	

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*KERN 8-HOUR CONFORMITY ANALYSIS - APRIL 2005*

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KE 9.5 and 9.2	Tehachapi	1.3 miles of Class I bike trails adjacent to several roadways in community	2003	Not specified			complete
SJ 5.3	Wasco	Traffic signal at Highway 46 and Griffith Avenue	Not specified	\$221,000			Design phase in progress. Construction expected completion October 2005.
KE 7.17	Wasco	Construct new transit transfer station	design in 2002	\$619,710 CMAQ	2002 KER000520	CONSTRUCT NEW TRANSIT TRANSFER STATION	Design phase was initiated in 2002, is in progress and expected completion Fall 2005. CMAQ funding has been authorized for use.
KE 9.1	Wasco	Convert two mid-block alleys to pedestrian walkways	2002	TEA	2002 KER001001	DOWNTOWN STREETSCAPE IMPROVEMENT PROJECT	complete